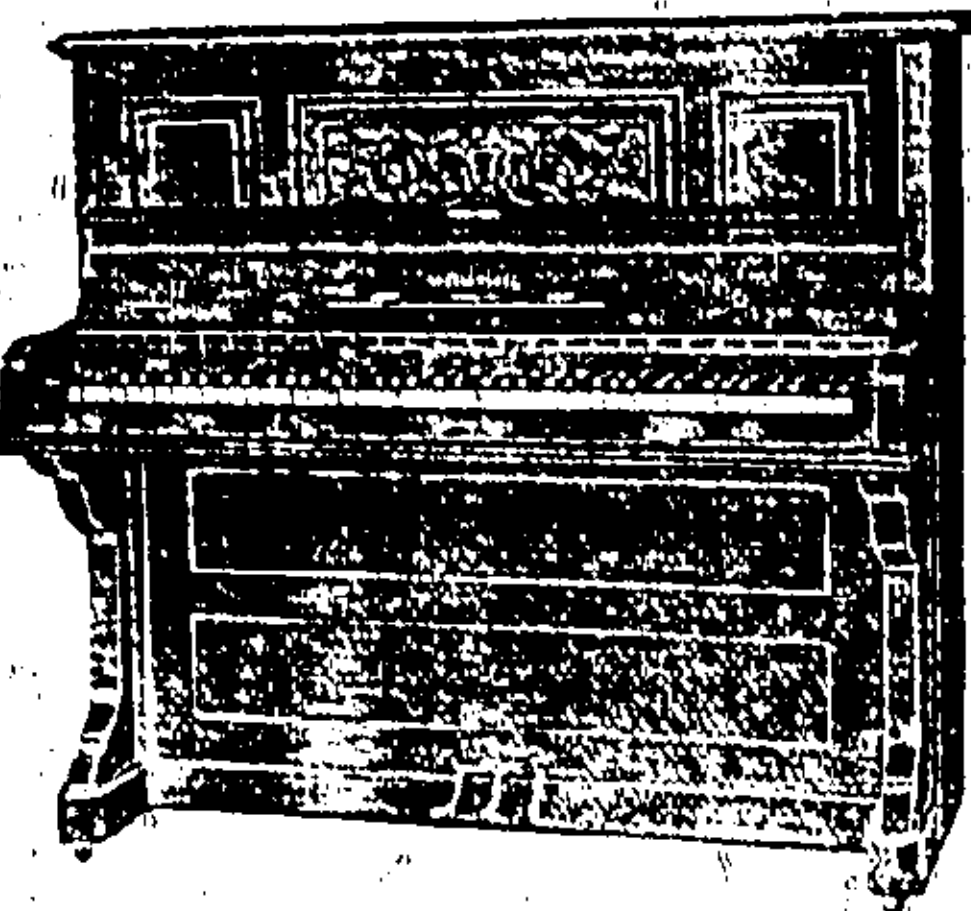


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The best for extremes climates
Guaranteed for a test period
of five years, good for a life-
time.



PRICES from \$425.

Easy Payments can be arranged.

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EXCLUSIVE AGENTS.

Gentlemen.

We extend to you a cordial invitation to visit our
establishment to inspect our

Autumn and Winter
Underwear

also our other lines of.

Socks, Pyjamas, Bath Gowns and Hats.

We are showing a large and complete assortment, our
stock is fresh and new and our prices will meet the
competition of any of those in the market when value
and quality of merchandise is considered.

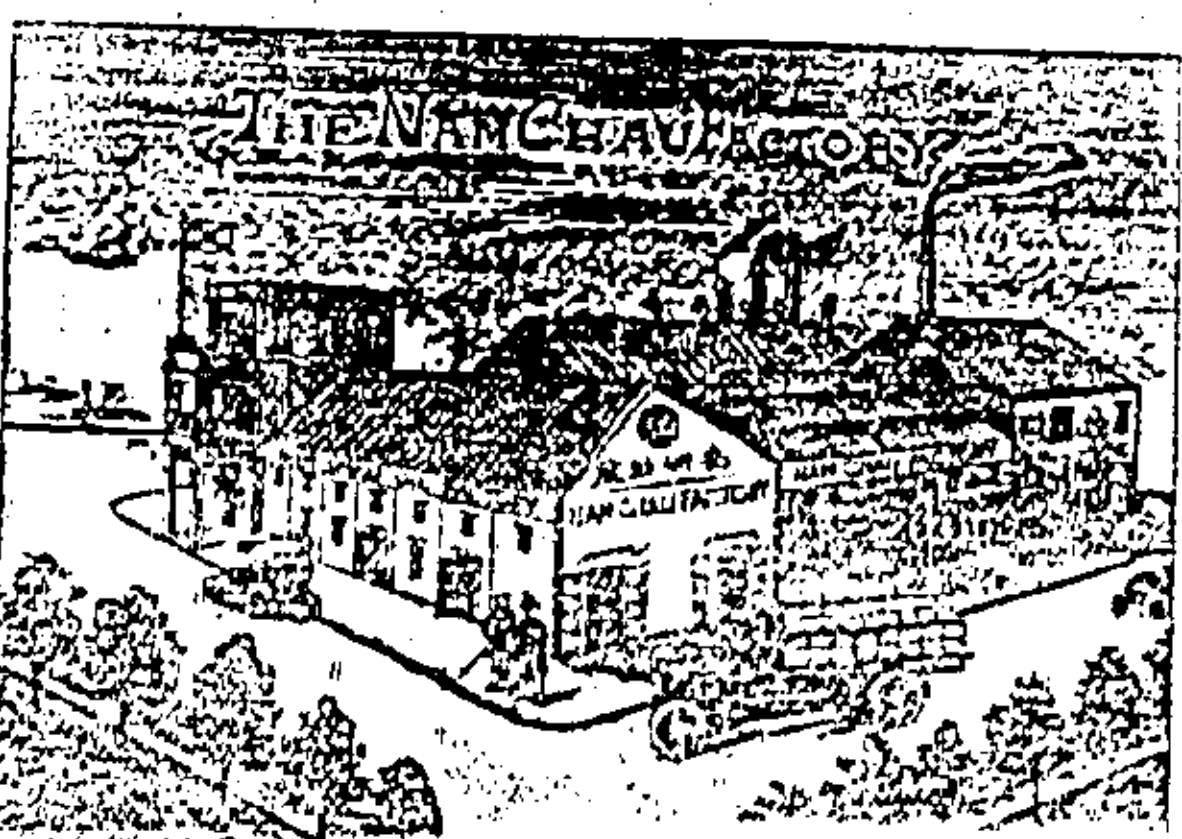
MACKINTOSH

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Men's Wear Specialists.

16, DES VŒUX ROAD.

Telephone 29.



IMPORTANT NOTICE.

IN Manufactures the most important point is improvement, and in Dietetics
Cleanliness. Science always insists on these Maxims.

Groundnut or Peanut Oil can be used as a substitute for Olive Oil Butter or
Lard, but when Slightly Dirty injurious to health.

In China, by the Ordinary Methods of Extraction, Dirt and Dust are not
guaranteed against. Our Method shows a great advance. By the use of New Machinery
and New Methods Scrupulous Cleanliness is Assured.

Our Machinery during the Process Filters the Oil while our Factory is Free from
Dust. Our Oil is Clear, Sweet and Fragrant; and Compared most favourably with
other Oils used for Culinary purposes: there is no residue.

Prices are moderate so as to induce new business.

Analysis is always given before Shipment to Foreign Countries.

NAM CHAU OIL FACTORY.

Office:—No. 28, Connaught Road West, HONGKONG.

Factory:—No. 26, Kwai Lin Street, SAMSHUPO.

This Sole Proprietorship of this concern belongs entirely to a Chinese Citizen.

IF YOU ARE A HAMMOND USER

you need not buy a new typewriter when the type get worn; new sets of type
are inexpensive, and can be put on in 30 seconds.

Two sets of type are provided with each machine, others to any quantity
may be purchased separately.

Simply by turning a wheel, you may change from English to Russian, from
Gothic type to Copperplate, or a whole variety of others. There are over 300
varieties of type produced for use on the Hammond typewriter. All or any may
be used by any one machine.

This is but one of the many unique features of the HAMMOND TYPEWRITER
let us demonstrate to you its further advantages.

Messrs. BREWER & CO.,
(Sole Agents: Hongkong).

THE HING WAH PASTE MFG. CO., LTD.

Head Office: Nos. 47 & 48, Connaught Road Central, Hongkong. Tel. Nos. 1939 & 2230.

Our Macaroni, Pasta Spans, Egg-noodles, Vermicelli, or other kinds of our Soup
stuffs, makes a delectable dish to the Table.
Sold at very reasonable prices.



Large quantities have been exported to various important cities in the World.
Terms moderate, especially for Agencies. Orders executed promptly.
Inquiries and Enquiries are cordially solicited.

COMPANY MEETING.

DAIRY FARM ICE AND COLD
STORAGE CO., LTD.

The annual general meeting of the
above Company was held in the Com-
pany's offices, on Saturday, Mr. J.
Scott Harston presided, and the others
present were Mr. E. Maitland, Mr. W. S.
Brown and the Rev. Fr. Robert (direct-
ors), Messrs. W. E. L. Shenton, A.
Boatle, T. Oliphant, C. Makeham, J.
E. Gross and Chan Tong (shareholders),
and Mr. M. Mausk (secretary).

The Chairman said:—Gentlemen.—
You will notice that the accounts include
those concerning the working of the Ice
and Cold Storage department, which
were last year submitted in a separate
report.

Your Directors regret that the result
of the year's working, though by no
means unsatisfactory, is not so good as
that of the preceding year. A state of
affairs which is due to various causes
over which the Company has had no
control. Running expenses and cost of
cattle feed have increased to the extent
of 50 per cent. to 100 per cent. during
the past three years, and are still ris-
ing; in addition, the price of cost of im-
ported cattle feed advanced during last
year some 25 per cent. to 30 per cent.,
whereas the Company's prices for its
various commodities have remained un-
altered since the commencement of 1913.

The price of the Company's fresh milk
having remained the same for a period
of over 15 years.

The Company's present prices com-
pared with its previous prices show an
increase averaging 15 per cent. to 20 per
cent., while food of every description in
England has increased 100 per cent. to
150 per cent. at least.

In Australia, wholesale prices during
the like period have advanced 25 per
cent. to 50 per cent., and, according to
the latest reports, it is anticipated that
in 1920, prices for food in Australia will
be higher than ever.

The situation of the Company with
regard to dairy cattle is even more acute.
Dairy cattle, where the cost per head
landed in Hongkong was (before the war)
£20 to £25, cannot now be imported at
under £150 per head; while dairy
attendants of every description have ad-
vanced in price to the extent of 200 per
cent., and even at that rate, are extreme-
ly difficult to obtain.

I may add that I understand America
is experiencing a shortage of meat, and
is, in consequence, importing cattle from
Mexico.

With the foregoing facts before you,
the reasons for the Company's earnings
decreased profits, in spite of its increased
turnover, become quite obvious.

In the past, the dairy business—which
was the original and, for some years, the
only business of the Company—was of
the greatest assistance in nursing other
branches of the Company's business until
these latter were placed on a paying
basis, but that very dairy business
would this year have shown a loss, were
it not for the fact that (thanks to your
managers' careful selection and care)
the average milk yield of the Com-
pany's herd has shown considerable
improvement, and thus enabled that
department to show a profit. You will
be glad to know that many of the black
and white cattle on our farms are de-
scended from the same family as the
famous bull which, at a private sale
recently, realised a price of £20,000.

Recognising the necessity for supply-
ing the public with fresh milk at as low
a figure as possible, and in order to
refrain from causing any hardship to
classes, though moderate means, your
directors, though realising the almost
imperative necessity for a contrary
policy, refrained, during the past year,
from raising the price of milk, but the
time is rapidly approaching when your
directors may be compelled to raise the
price of that commodity in order to
obtain an adequate return on invested
capital.

It will, no doubt, be of interest to you
to know that our profit on our turnover
is only about 12 per cent. and on our in-
vested capital less than 6 per cent., which
profit, your directors feel confident, is
very considerably lower than the profit
made by many other retailers in the
 Colony, who, in the majority of cases,
handle less perishable goods, than those
handled by this Company. It is solely
due to this Company's large turnover
that your directors are able to recom-
mend the dividend they have done. The
above figures conclusively show that this
Company at least cannot be called a
profiteering one.

I would like to mention at this jun-
cture, that, while Chinese retailers and
others in the Colony have been allowed to
regulate their prices as they pleased,
this Company has been unduly handicapped
by the system of control exercised
by the Food Committee which, in its
effect, has caused adverse discrimination
against this Company in regard to its
prices. The Company has often sold
across its counter, food at a cheaper
rate than could be obtained in the
Chinese market, and has continued the
sale of such articles at a loss rather than
disappoint its customers.

You will observe from the accounts
that during the past year we have spent
£15,853.21 on repairs and renewals. Out
of this amount £26,752.02 was spent on
repairs to the old Hongkong Ice Com-
pany's launches, machinery and build-
ings, which when taken over by this
Company were found to be in a deplora-
ble state of neglect. It will, I under-
stand, be necessary to spend further
large sums in order to put the Ice Works
into good running condition, so as to
enable them to meet the growing de-
mand; and we contemplate the addition
of new and up-to-date ice-plant, and the
scrapping of obsolete machinery which
has stood for years doing nothing beyond
rusting.

By the untimely death of Dr. Mac-
farlane, the Government Bacteriologist,
this Company and also the Colony have
suffered a serious loss in their depriva-
tion of the services and assistance of a
very valuable Government servant. I
cannot speak too highly of the services
which Dr. Macfarlane, along with Mr.
Gibson, rendered to this Company, but
I may say that it is very largely owing
to these services that your Company's
cattle are in that excellent state of health
which they enjoy today. Dr. Macfarlane
was one of those men to whom no
thing is too much trouble; painstaking
for his attention, and you may well
understand, therefore, what a tower of
strength he was to the Company. On
behalf of the Company, your directors
take this opportunity of conveying to
Mrs. Macfarlane their sincere con-
dolences with her in her sad loss, and at
the same time, placing on record their
keen appreciation of the services rendered
by Mr. Macfarlane to the Company
over a term of several years.

Your directors have voted the staff a
bonus of 10 per cent. on their salaries,
and have created a provident fund for
the European staff, which they do not
doubt will meet with your unanimous
approval.

After making the usual provision for
bad and doubtful debts, and writing a
sum of \$18,091.41 off machinery, etc.,
your directors recommend that the net
profits, amounting to \$200,567.15, be ap-
propriated as follows:—

To pay a dividend of \$1.50	per share, absorbing	\$171,000.00
To place to cattle reserve		20,000.00
To place to typhoon and fire		20,000.00
Insurance		3,000.00
To carry forward		4,567.15
		\$200,567.15

All cattle and stocks have been valued
by your manager and secretary, and the
same will be above their book value.

I should mention that your directors
have considered it advisable, in order
to meet the growing demand in Canton
for ice, to erect a factory in Shamen
for the manufacture of that commodity.
The necessary land has been acquired,
and the machinery ordered; and we hope
to be able to turn out ice in Canton by
next summer, which will make Canton
independent of Hongkong and enable
residents in Canton and Shamen to
obtain cheap and good ice.

As the ice will be mostly consumed by
Chinese residents, your directors have
decided to float a separate Company, to
be called "The Hongkong and Canton
Ice Manufacturing Company, Limited,"
with a capital of \$400,000 divided into
40,000 shares of \$10 each, whereof half
(20,000 shares) will be offered to
Chinese subscribers, thus giving the
Chinese an opportunity of sharing in the
profits of the new Company, while the
remaining 20,000 shares will be offered
to the shareholders in the Dairy Farm,
Ice and Cold Storage Co., Ltd. (that is,
this Company), which latter Company
will be general managers of the proposed
new Company. The new Company will
have a Board of Directors, consisting of
six members, of whom three will be
Chinese, nominated by the Chinese share-
holders, and three will be nominated
from the existing members of this Com-
pany's Board of Directors for the time
being. I am pleased to say that ready
purchasers for the shares to be offered
to the Chinese are already being found,
and it is hoped to place the matter in the
hands of the Company's solicitor, for the
formation of the new Company in the
near future.

Before closing these remarks, I would
like to make reference to two further
important matters, namely:—

First, the most material assistance
which the Company has at all times re-
ceived from the Government, both during
and since the late war—assistance with-
out which the Company's interests might
have been placed in serious jeopardy. I
refer particularly to the occasions where-
on the Government gave aid to the Com-
pany in regard to cargoes placed
upon the export of supplies from other
Colonies.

Secondly, I desire to record the deep
appreciation of the Board of the whole-
hearted devotion to duty displayed by
the manager and secretary, and other
members of the Company's staff, which
has done much to relieve the situation
arising out of the strenuous period
through which the Company passed dur-
ing recent years. And, on my own be-
half, I would convey my thanks to the
secretary, to whom I am indebted for the
whole of the data on which this speech is
based, and members of the substance
contained therein.

The report and statement of accounts
were adopted on the proposition of the
chairman, seconded by Mr. A. Bentle.
Mr. E. Maitland and Mr. Robert were
re-elected directors, on the proposition of
Mr. Shenton, seconded by Mr. Oliphant.
Messrs. Percy Smith, Seth and Flem-
ing were re-appointed auditors, at a re-
muneration of \$800.

The chairman announced that divid-
end warrants were ready. There being
no further business, the meeting was
terminated.

HONGKONG DEFENCE CORPS.

NOTICE.

SERGEANTS' MESS.

The quarterly meeting of the members of
the Hongkong Defence Corps will be held at
Headquarters at 8.30 p.m. on
Wednesday, the 15th inst. All mem-
bers not on duty to attend.
Committee for Quarter ending December,
1919:—C. S. M. G. W. Kynoch, Presi-
dent; C. Q. M. S. W. C. Fitzgibbon,
and Sergeant J. A. E. Bullock, mem-
bers.

G. E. Stewart, Captain
Adjutant, H. K. Defence Corps.
Hongkong, October 11th, 1919.

LAUNCHING OF THE "WAR
TROOPER."LADY REES-DAVIES PERFORMS
THE CHRISTENING
CEREMONY.

The *War Trooper*, another standard
ship built to the order of the British Gov-
ernment by the Hongkong and Whampoa
Dock Company, was launched at Kow-
loon, on Saturday, in the presence of a
large gathering of spectators, amongst
whom were H.E. the Governor, the Hon.
Mr. Chaudhry, C.M.G., Sir William
Rees-Davies and Lady Rees-Davies, Sir
Paul Chater, the Hon. Mr. C. McEl-
moser, the Hon. Mr. E. R. Hallifax,
the Hon. Mr. S. H. Dodwell, the Hon.
Mr. E. V. D. Parr, the Hon. Mr. E. L.
C. Wolfe and Mrs. Wolfe, Commodore
Gurney, R.N., and Mrs. Gurney, Cap-
tain Taylor, R.N., and Mrs. Taylor,
Col. Loring and Mrs. Loring, Major
Kirkpatrick, Major Ardoino, Mr. R.
M. Dyer, Mr. J. Reid, Mr. G. M. Young,
Mr. D. G. M. Bernard, Mr. and Mrs.
A. G. M. Fletcher, Mr. A. G. Gordon and
the Misses Gordon, Dr. J. H. Sanders,
Mr. C. E. H. Beavis, Mrs. Matheson,
Mr. G. M. Shaw, Mr. T. Arthur, Com-
mander Beckwith, Commander Brown,
Capt. Warner, Capt. Cohen, Capt. and
Mrs. Oliver, Lieut. McConnell, Mr. and
Mrs. E. J. Chapman, Mr. C. B. John-
son, Mr. R. M. Austin, Mr. A. C. Leith,
Mr. N. S. Browne, and Mr. J. D.
Hosely.

These present were accommodated on
a decorated platform, and when the ves-
sel was ready to take the water Lady
Rees-Davies cut the silken cord with a
silver gavel and mallet, and concluded
the ceremony by breaking a bottle of
champagne against the stern of the ves-
sel. The new craft slid gracefully down
the slipway into the water amidst the
applause of those present, the blowing
of the motor-horns, and the cheers of the
dock labourers. The guests then ad-
vanced to the offices of the Company,
where success to the ship was enthusias-
tically drunk.

Sir Paul Chater, the Chairman of the
Company, said:—Your Excellency, ladies
and gentlemen, I am very pleased indeed
to see so large and representative a
gathering present this morning to wel-
come Your Excellency at this, your first
—but I trust not your last—attendance
here.

This vessel, the *War Trooper*, is the
fourth of her class to be launched by this
Company in the course of the last two
years, but you will be pleased to receive
my assurance that she will by no means
be the last either in point of number or
capacity, as the Dock Company hope
that during the present year they will be
in a position to "put in the water"
approximately 40,000 tons dead-weight
of new tonnage, and to build engines and
boilers of some 20,000 indicated horse-
power to propel that tonnage—which, in
view of the large amount of repair work
now being performed by the Company,
I believe you will join me in thinking,
will be a most creditable performance
on the part of all concerned, and I have
no doubt that the *War Trooper*, like her
elder sisters, will bear outstanding testi-
mony on all the seven seas to the merit
of our Hongkong shipbuilding.

I am generally referred to as a "con-
firmed optimist." Indeed I am, and I
glory in the fact, for optimism is more
often a "winner" than a "loser." I
have known Hongkong intimately for
over 35 years; I have watched it grow
up from very early days; and I have
risked being prophetic about its future,
which—when it shall be in the position
of receiving its supply of iron and coal
from the neighbouring Chinese provinces
(and, as I told you on a previous similar
occasion, I have every reason to hope it
will very soon be in that position)—I
firmly believe that it will be such that
no port in the East will equal it, and
as the "port" is the very life of Hong-
kong, and shipping the life of the
"port," so shall this Company supply the
life blood, to wit, the vessels which go
to make the British Mercantile Marine.

I have now to tender our hearty thanks
to Lady Rees-Davies for so kindly at-
tending to perform the christening ceremony,
to ask her acceptance of a small souvenir
of the occasion, and to invite you all to
join me in drinking a long and prosper-
ous career to the *War Trooper* and all
associated with her. (Applause.)

Sir Paul then presented Lady Rees-
Davies with an artistic single-stone dia-
mond platinum brooch.

Sir William Rees-Davies said:—Sir
Paul Chater, Your Excellency, ladies and
gentlemen, not by any means for the first
time in the course of my experience, I
have been given me a severe command, and
I must respond to the toast on her behalf.
She is far more competent to discharge
that duty than I am, though I think it
would exceed the power of almost any
one to discover anything new to
say upon this occasion. Ladies and
gentlemen, it has been our happy
fortune to come here on several
occasions and witness the results of what
Sir Paul Chater himself has referred to
as a cheery optimism. It seems to me
most remarkable enterprise that the Dock
Company has undertaken from time to
time. I can only liken it to putting a
penny in a slot. A penny is put into
the slot and out comes the *War Trooper*.
Another penny is put into the slot and
out comes the *War Trooper*. A third
penny is put into the slot and, in a very
short space of time, we get the great ship
that we have seen launched to-day. The
war has demonstrated two things, amongst
others—one is the importance of our
powerful Navy and the maintenance of
a great Navy, and the other the necessity
for a thoroughly expert and experienced
mercantile service. This Dock Company
has done and is doing a great service in
supplementing the mercantile marine.
We in Hongkong must congratulate our-
selves on many things, amongst them the
fact that we have been so far totally im-
mune from the state of unrest which has
existed in other parts of the world. For-
tunately, Capital and Labour in Hong-
kong are united. Long may it be so.

I observe from the returns just issued
that Hongkong enjoys the unique posi-
tion now of being the greatest port in
the world from the point of view of ton-
nage, and I congratulate the Dock Com-
pany upon taking a very large share in
making it a port worthy of its traditions.
On my wife's behalf I wish to thank Sir
Paul Chater and the directors of the

Dock Company for the beautiful present
they have given her, and also for associat-
ing her name with the toast. (Applause.)
H.E. the Governor, ladies and gentle-
men, as I explained privately to Sir Paul
Chater I do not propose to make a speech,
all the ground having been covered by
the Chief Justice a moment ago. I only
desire in a few words to express the senti-
ments which I feel sure exist in the
hearts of all of you at the present mo-
ment, and that is to wish continued suc-
cess and prosperity to the Dock Company.
(Applause.)

Mr. E. M. Dyer, the chief manager,
returned thanks to all present for having
come there that morning to see the *War
Trooper* being put into the water. The
War Trooper was another of the ships
which had been built for H.M.'s Govern-
ment and were now being gradually
handed over to their various owners of
different nationalities. He trusted that
they would prove a credit to their build-
ers and very prosperous argosies. He
was sure that appreciation of the Dock
Company's services would not be entirely
forgotten when the owners wanted more
ships. The entry of gravity for ship-
building was gradually coming nearer
East, and he would not be a bit surprised
if, with the coal which they expected to
obtain from the neighbouring territories
in the near future, the dynamic centre
of ship-building would not be very far
from this outpost of the Empire. (Ap-
plause.)

DESCRIPTION OF THE VESSEL.
The *War Trooper* in form and structural
arrangement is of the "B" class, standard
type, the accommodation, rigging, boat-
deck, etc., having been altered to the re-
quirements of owners and generally in ac-
cordance with pre-war practice, thus im-
proving in appearance the outward profile
(the standard design having hinged masts,
short funnel, and bows stowed on deck).
The dimensions are: length between per-
pendiculars, 400 ft.; breadth moulded, 53
ft.; depth moulded, 31 ft. There are two
steel decks, the second deck 9 ft. below the
upper deck. The poop, bridge and fore-
castle decks are 8 ft. high.

Seven watertight bulkheads carried to the
upper deck form four general cargo-holds
and two deck spaces, a fore bunker, and
engine and boiler room. The latter, about
45 ft. in length, is placed a little abaft mid-
ships.

The poop and bridge are fitted for gen-
eral cargo, operated by 7 ins. x 12 ins.
steam winches and large-radius derricks of
5-ton capacity. As mentioned above, the
rigging, mast, and derrick arrangement has
been entirely revised, suitable for Manches-
ter Canal trading, double derricks of 5-ton
capacity and two 7 ins. x 12 ins. steam
winches working each cargo-hatch. The
main hatchways are 26 ft. wide and 30 ft.
to 35 ft. long.

All auxiliary machinery on deck, includ-
ing the steering gear and windlass, is steam-
driven.
About 1,120 tons of water-ballast or 340
tons of oil may be carried in the double
bottom, and 300 tons of water-ballast in
the fore and after peak tanks. A large
water rights hatch, fitted on the upper
deck to the after-part for shipment of gen-
eral cargo, thus increasing the bulk-stowage
of the vessel to 426,000 cubic feet. Provi-
sion is made in holds and tween-deck for
shifting boards, the total grain capacity
being approximately 460,000 cubic feet.

The permanent coal-bunkers hold 350
tons, but with reserve bunkers the capacity
can be increased to 570 tons.
Excellent accommodation is provided for
the officers and crew, captain and wireless
operators in a large house on the midship
boat deck; officers and engineers in side
houses on the bridge, the mess-room,
smoking-room, etc., being conveniently
situated.
A saloon-house about 30 feet
square is at the fore-end of the bridge-deck
and contains captain's, state-room and lavatory,
pantry, and store-rooms. The petty
officers and crew are berthed in the fore-
cabin.

Electric light and fans are fitted in all
accommodation, the dynamo having an out-
put of 10 k.w. Necessary connections will
be made for portable electric sealing tools
being used on any part of the vessel.

The vessel will be propelled by two sets
of triple expansion, surface-condensing
engines, having cylinder dimensions 27 ins.
x 41 ins., 27 ins. x 41 ins. stroke. Steam
will be generated in three single-ended
boilers, 15 ft. 6 ins. internal diameter by
11 ft. 6 ins. mean length, constructed to
hold 16 lbs. per square inch and working
under Hoyle's system of forced draught.
No donkey boiler is provided, steam for
auxiliaries in engine-room, and for windlass,
winches, etc., on deck being supplied from
the main boilers. A steam-driven ash
winch is fitted.

The auxiliary machinery consists of one
Weir's feed pump, one Weir's general dash-
ing pump, and one ballast pump of the
simplex type. The feed-water for the
boilers is filtered and heated by a special
arrangement in the air-pump hotwell. Cool-
ing water for the main engine condenser
is supplied by an independent steam-driven
centrifugal circulating pump. A Weir's
water-lift is installed capable of producing
25 tons of fresh water per 24 hours. A
which condenser of the non-vacuum type is
fitted in the engine-room complete with all
connections for dealing with the exhaust
from deck winches.

The sister ship, the *War Sniper*, upon
completion and survey by Lloyd's repre-
sentative was awarded the highest class and
first rate, the resultant draught being
8.25 tons. On trial a speed of 14 knots
per hour was easily maintained.

CRICKET.

INTERPORT CRICKET.

Mr. P. M. Hodgson, Hon. Secretary
of the Hongkong Cricket Club, informs
us that he has received a notification
from the Secretary of the Singapore
Cricket Club exceedingly regretting that
Singapore is unable to get together an
Eleven to proceed to this Colony, and
that therefore the proposed inter-port
match will have to be abandoned.

CIVIL SERVICE 2nd XI. v. R.A.M.C.

In this match, to be played on the Civil
Service ground to-day, commencing 2.30
p.m., the following will represent the
C.S.C.:—W. Hill (capt.), P. Bacon,
G. E. Royle, R. Duncan, G. H.
Hackett, L. E. Strange, P. T. Lambie,
E. C. Pincher, W. H. Edmonds, W. J.
Langford, and S. N. Piercy. Reserve:
J. H. Simmons.

NEW ADVERTISEMENTS

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 20th day of October, 1919, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of **GROUND** at Mong Kok, Kowloon, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a **GROUND RENT** to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

Lot No.	Area in Sq. Yds.	Area in Sq. Ft.	Area in Acres	Area in Roods	Area in Poles	Area in Perches
1	130	130	130	130	130	130
2	130	130	130	130	130	130
3	130	130	130	130	130	130
4	130	130	130	130	130	130
5	130	130	130	130	130	130
6	130	130	130	130	130	130
7	130	130	130	130	130	130
8	130	130	130	130	130	130
9	130	130	130	130	130	130
10	130	130	130	130	130	130

PUBLIC AUCTION.

By Order of the Mortgagees

MR. GEO. P. LAMBERT has received instructions to sell by Public Auction, on FRIDAY, the 11th day of October, 1919, at 3 o'clock in the afternoon, at his Sale Room in Duddell Street, Victoria Hong Kong, The Steamship "ASIA."

1081 tons now lying in Kowloon Bay in the Harbour of Hong Kong, together with all the furniture, store equipment and appurtenances now on board.

IN ONE LOT

This ship is a Chinese ship registered in Canton and is constructed of steel. She has the following dimensions: Length 293 feet, Breadth 32 feet 8 inches, and Depth 18 feet 9 inches, and her speed is about 10 knots. For further particulars and conditions of Sale, and for orders for inspections of the vessel please apply to—

Messrs. KUNG YUEN,

223, Wing Lok Street,

Messrs. DEACON, LOOKER, DEACON & HARBON,

1, Des Vaux Road Central,

Vendors' Solicitors.

To Mr. GEO. P. LAMBERT,

The Auctioneer.

A. G. DA ROCHA.

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2332.

FAVOURED with instructions from The Concerned,

will sell by Public Auction TO-MORROW (TUESDAY), October 14th, 1919,

at 2.15 p.m., at his Sales Rooms,

A QUANTITY OF MISCELLANEOUS GOODS & EFFECTS.

Aizo

Navy Blue Serge, in very good condition—

7 yds or 8 yds suit lengths.

10 cases Pickles.

30 cases Laundry Bar Soap.

25 doz. Superb Rose Soap.

25 tins each 10 lb. Australian Biscuits in good condition.

3 cases best quality Canadian Leather.

100 cases "Heart" Brand Brandy, bottled by J. G. Monnet & Co., Cognac.

40 Red & Grey Blankets.

16 Sea Rugs.

30 cases Australian Jam in very good condition.

30 pairs Ladies Shoes.

20 doz. Champagne, Port and Sherry Glasses.

4 doz. Soda Water Tumblers (Crystal).

Terms—Cash on Delivery.

Hong Kong, October 11th, 1919.

A. G. DA ROCHA.

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2332.

FAVOURED with instructions from The Concerned,

will sell by Public Auction on THURSDAY, October 16th, 1919,

at 2.15 p.m., at his Sales Rooms,

HOUSEHOLD FURNITURE AND EFFECTS:

Wardrobes, Desks, Chairs, Chest of Drawers, Dressing Tables, Bookcases, Arm-chairs, Curio, Crockery and Glassware, Brass Ornaments, Yases, Pictures, Ice Boxes, Bedsteads, Clocks, Typewriters, Gramophones, Sideboards, Napkins, Tablecloths, Baskets and a long line of Sundries.

Terms—Cash on Delivery.

Hong Kong, October 11th, 1919.

WAI KEE

FLAG AND SAILMAKER.

No. 129, Des Vaux Road Central,

Top Floor,

HONGKONG.

Telephone No. 1833

NEW ADVERTISEMENTS

NOTICE.

STOLEN—White and Liver Pointer BITCH—a new Mother of 6 pups. Advertiser, whilst endeavouring to feed the little ones with milk, desires to communicate with Owners of Mother-Bitch with a view to arranging to give the pups a natural feed. Advertiser fears the pup will die of starvation if artificial feeding is continued.

Please write to—

S.M.C.

Care of "Daily Press" Office.

Hong Kong, October 13th, 1919. [1334]

MAGISTRACY.

NOTICE IS HEREBY GIVEN that a MEETING of the LICENSING BOARD will be held in the Council Chamber on FRIDAY, the 7th day of November, 1919, at 12.15 p.m., for the purpose of considering applications for Publicans' Licences, Restaurant Adjunct Licences and Hotel Keeper's Adjunct Licences for the year 1919-1920, under the Liquors Consolidation Ordinance, 1911.

Forms of applications may be obtained at the Magistracy.

All applications must be forwarded to the Magistracy on or before WEDNESDAY, the 22nd day of OCTOBER, 1919, and must be accompanied by a deposit of Eight Dollars.

Applicants for Transfers or new Licences, and persons objecting to such applications, must appear in person.

G. A. WOODCOCK,

Secretary to the Licensing Board.

Hong Kong, October 10th, 1919. [1331]

MAGISTRACY.

IT IS HEREBY NOTIFIED that, on and after MONDAY, OCTOBER 13th, the NEW CASTAL ROAD from TUN WAN to CASTLE PEAK BAY will be open for traffic.

W. CHATAM,

Director of Public Works.

Public Works Department.

Hong Kong, October 10th, 1919. [1375]

FIRE INSURANCE ASSOCIATION OF HONGKONG.

BANK HOLIDAY.

NOTICE IS HEREBY GIVEN that all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS TO-DAY (MONDAY), OCT. 13th, 1919.

By Order,

LOWE, BINGHAM & MATTHEWS,

Secretaries.

Hong Kong, October 11th, 1919. [1273]

MARINE INSURANCE ASSOCIATION OF HONGKONG.

BANK HOLIDAY.

NOTICE IS HEREBY GIVEN that all MARINE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS TO-DAY (MONDAY), OCTOBER 13th, 1919.

By Order,

LOWE, BINGHAM & MATTHEWS,

Secretaries.

Hong Kong, October 11th, 1919. [1374]

HONGKONG GENERAL CHAMBER OF COMMERCE.

CHINESE LANGUAGE SCHOOL.

A BEGINNERS' CLASS will be started on MONDAY, OCTOBER 13th, at 5.15 p.m., at the New School, junction of Zeland Street and Ice House Street (Masonic Hall Premises).

Intending students are requested to send in their names to the undersigned for enrolment.

By Order,

E. A. M. WILLIAMS,

Secretary.

Hong Kong, September 28th, 1919. [1315]

HONGKONG JOCKEY CLUB.

SUBSCRIPTION GRIFFINS FOR THE SEASON 1919-1920.

THE Lists in connection with the above are now posted at the Race Course and the Hong Kong Club.

COST PER PONY Hong Kong \$300—£1.

The lists will positively close on SATURDAY, NOVEMBER 27th, 1919.

By Order,

G. W. GEGG,

Acting Clerk of the Course.

Hong Kong, October 8th, 1919. [1363]

THE CALL FOR ECONOMY

and

THE COST OF LIVING.

To those who realise the urgent necessity for greater economy and to those who are confronted with the great problem of the increased cost of living, we would suggest that one of the foremost factors in reducing expenses is the intelligent and consistent cultivation of home gardens.

GRACA & CO.,

Dealers in Vegetable and Flower Seeds,

No. 10, WYNHAM STREET,

HONGKONG

P.O. Box 230.

INTIMATIONS

THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

THE THIRTY-EIGHTH ORDINARY GENERAL MEETING of the Company will be held at the Office of the General Managers, Messrs. JARDINE, MATHESON & Co., Ltd., Pedder Street, Hong Kong, on FRIDAY, OCTOBER 17th, at Noon, for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from October 11th to October 31st, both days inclusive.

By Order of the Board,

J. RDINE, MATHESON & Co., Ltd.,

General Managers.

Hong Kong, October 2nd, 1919. [1330]

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of A. S. WATSON & CO., LIMITED, will be held at the Hong Kong Hotel on MONDAY, the 20th day of OCTOBER, 1919, at Noon, for the purpose of considering, and if thought fit, approving, the draft new Articles which will be submitted to the Meeting. A copy of such Articles and a copy of the existing Articles may be seen at the Office of the General Managers in Alexandra Buildings, Des Vaux Road Central, Victoria, Hong Kong. In such copy the portions of the proposed new Articles which differ from the old Articles are indicated by underlining in black ink.

Should the Meeting approve of such Articles with or without modification, the subjoined Extraordinary Resolution will be proposed:—

"That the new Articles already approved by this Meeting, and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof."

Should the Resolution be passed by the required majority, it will be submitted for confirmation as a Special Resolution to a second Extraordinary General Meeting which will be subsequently convened.

Dated this 9th day of October, 1919.

JOHN D. HUMPHREYS & SON,

General Managers. [1371]

GULA KALUMPONG RUBBER ESTATE, LIMITED.

NOTICE IS HEREBY GIVEN that the SHARE REGISTER of the above Company will be CLOSED from 19th September to 17th October, 1919, both days inclusive.

LOWE, BINGHAM & MATTHEWS,

Colonial and Foreign Bankers.

Hong Kong, September 28th, 1919. [1311]

WANTED.

BY British firm in Shanghai, EUROPEAN ASSISTANT, Export experience necessary: State past experience, salary, &c., to—

Box 1288,

Care of "Daily Press" Office.

[1378]

WANTED.

BY Old Established Firm in South of China an ASSISTANT who is conversant with the inspection of Raw Silk.

Apply to—

Care of "Daily Press" Office.

[1387]

TO LET.

NO. 4, Conduit Road, 8 ROOMS and out-houses. Possession November 1st.

Apply to—

F. M. GUTIERREZ,

"THE BIRD CAGE,"

or at

Messrs. SHILWAN TOMES & CO.

[1369]

TO LET.

A SHOP in Nathan Road, Kowloon.

Apply to—

HUMPHREYS ESTATE & FINANCE CO., LTD.,

Alexandra Buildings

61.

TO LET, FURNISHED.

NO. 12A, THE PEAK, for 18 months from about November 1st, next Six Rooms, Radiators, Grass Lawn Tennis Court.

Apply—

PALMER & TURNER,

Alexandra Buildings.

[1355]

TO LET, FURNISHED.

FIVE-ROOMED VILLA, at Kowloon.

Apply—

Box 1263,

Care of "Daily Press" Office.

[1352]

FOR SALE.

"MOUNT GOUGH" No. 121, THE PEAK, 6-Roomed House with Large Garden.

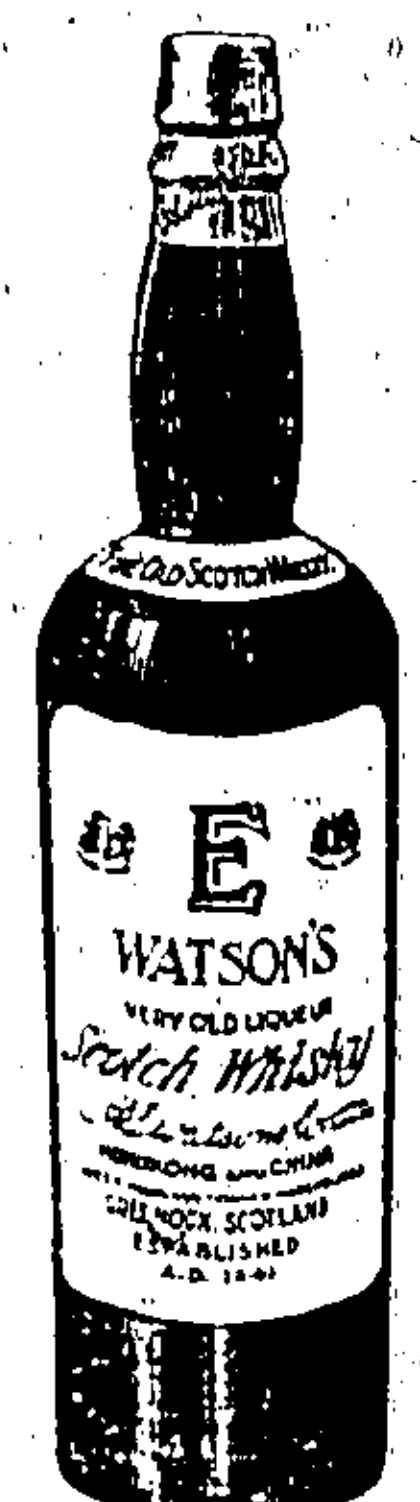
Apply—

LOXLEY & CO.,

Norsk Buildings.

[1255]

INTIMATION

WATSON'S
THE PREMIER
SCOTCH
OF THE FAR EAST

FOR 25 YEARS.

POPULARITY MAINTAINED

BY ITS

EXCELLENT QUALITY

NOT BY EXPENSIVE

WORLD-WIDE

ADVERTISING

A. S. WATSON & CO.

LIMITED.

WINE AND SPIRIT MERCHANTS.

HONGKONG.

1

BIRTH.

Gow.—At Kowloon Dock, on October 11th, to Mr. and Mrs. David Gow, a daughter.

[1380]

HONGKONG OFFICE: 10A, Des Vaux Road, C.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 13TH 1919.

THE POLICY OF CHINA'S NEW PREMIER.

KUNG HEIN-CHAN'S retirement from the Ministry of Finance and from the acting Premiership was undoubtedly forced by the Anfu Club, but this success has been largely discounted by the appointment of CHIN YUNG-PING as acting Prime Minister, for General CHIN and his associate, Marshal TUAN CHI-JUI, are moderate militarists. They are described as reasonable men. Moreover, they are not at all ambitious. In an interview with our Peking correspondent, the new Premier says that he intends to continue his predecessor's policy of striving for the re-union of the nation in co-operation with the President. His declared opposition to secret treaties should commend him to the Southern party, who have been demanding the publication of all treaties made with Japan. The net result of the Tsuchis' manoeuvring is that the Anfu party has suffered a severe reverse. Of course, it may recover from the effects of this blow. Certainly "Little Hsu" will not take the matter complacently. His own ambitious projects are linked up with the fortunes of the Anfu party, and he may be expected to rouse the Northern Tsuchis to a sense of the danger which threatens from the secession of TUAN CHI-JUI and CHIN YUNG-PING. General Hsu SHU-CHEN is courageous and resourceful, but while giving him credit for these qualities it is difficult to approve the use to which he applies them. His activities are not devoted to the advancement of the best interests of his country, but to the furtherance of Japanese interests. With Japanese unofficial support he hopes to establish himself in a dominating

position. He is striving for almost absolute power, and when vested with the authority of a dictator vaulting ambition may lead him to aspire to the purple, though probably such an idea has not found expression in his own mind yet. There can be no doubt of his baneful influence at this time. His opposition to peace with the South is easily explained. Were peace to be concluded there would be no need for the present armies, and by their disbandment he and others would be deprived of the instrument which gives them their power and position. Thus it is that "Little Hsu" and his associates play a *faute*, which is the reverse of patriotic. To describe them as traitors to their country may sound strong language, but it cannot be avoided if light is to be thrown on the situation in the north, or if an understanding of Chinese affairs is to be given. If the Anfu Club, which was formed by WANG I-TANG shortly after the opening of the Peking Parliament over a year ago, can be dissolved the chief obstacle to a settlement of the internal affairs of the country will be removed. TUAN and CHIN will not oppose the dissolution of both the existing Parliaments at Canton and Peking. They will agree, in fact, to anything in reason, for they sincerely desire peace and have no ambitions to satisfy. General CHIN tells our correspondent that he attaches more importance to a spiritual understanding between the North and South than to the precise terms of a settlement. In the circumstances, the outlook from Peking is not so gloomy as it was. WANG I-TANG, whose appointment as the chief representative of the North at the internal peace conference has met with such resolute opposition from the South, will return from Shanghai after a decent interval, and the way may be cleared for overtures conducted by men who are vested with plenary powers to arrange a practical settlement.

The next Criminal Sessions will be held on Monday, October 20th.

Mr. H. K. Holmes has been appointed a Justice of the Peace for the Colony.

One case (one death) of gastro-enteritis, was reported in the Colony on Friday.

A new 20-foot road along the sides of East Battery Hill, Kowloon, is to be constructed.

Eng.-Capt. Ferguson, R.N., has been appointed to the Hong Kong Naval Dockyard and is en route to the Colony.

A Chinese constable stationed at Hung hom committed suicide on Friday by taking an overdose of opium while in bed.

Mr. A. W. Heron has been appointed member of the Pilotage Board, during the absence from the Colony of Mr. H. Neave.

The pair of sofa cushions kindly raffled by Lady Chater for the Peak staff of the M. C. L. bazaar were won by ticket No. 8.

The steamship *Asia*, 1,061 tons, now lying in Kowloon Bay, will be offered for sale by auction by Mr. G. P. Lambert on October 31st.

Major V. J. Scantlebury, R.G.A., who has been Major Instructor in Gunnery here for the past year, is proceeding to New Zealand on demobilization.

The U.S. 15th Infantry arrived at Hong Kong on Saturday from Vladivostok. They are on their way to Manila, where they will be stationed in future.

At the fifteenth ordinary annual meeting of Messrs. Wiseman, Ltd., on Saturday next, the directors will recommend a dividend of \$2.50 per share.

Mr. T. W. Ainsworth, Passed Cadet, has been appointed to act as Second Assistant to the Secretary for Chinese Affairs and as Deputy Registrar of Marriages.

The engagement is announced of Kathleen, only daughter of Mr. and Mrs. G. C. Moxon, of Hong Kong, to Captain (temporary Major) C. Leslie-Smith, 22nd Punjab.

The Licensing Board will meet on November 7th to consider applications for Publican's licences, Restaurant adjunct licences, and Hotel-keepers' adjunct licences for the year 1919-20.

Amongst visitors to the Colony at present are Mr. and Mrs. J. W. Cook, of Australia. Mr. Cook is the son of the Rt. Hon. Sir Joseph Cook, G.C.M.G., Minister for the Navy in the Australian Commonwealth Government.

The Shanghai Lawn Bowls players will meet Taikoo on the Civil Service Bowling Green this afternoon. The match promises to be very interesting, as Taikoo was the only individual club to defeat the visitors. The Shanghai team leave on Tuesday.

Cable communication with Macao has been interrupted since September 30th, and it is not known when the line will be restored. Asked the cause of the interruption, an employee of the Telegraph Co. at the counter, yesterday afternoon, replied: "Line's busted."

Commander F. J. B. Gibson, R.N., who is well-known in local cricket circles, has been awarded the C.B.E. for his services as Chart Officer and Officer-in-Charge of Hong Kong War-Signal Station, and later in the war, for his services as Commander of a Flotilla.

The meteorological returns for September show that the average mean temperature was 80.1, the highest point registered being 88, on September 7th, and the lowest 72.7, on September 16th. There were 2,655 inches of rain and 234.4 hours of sunshine. The average humidity was 73.

Mr. J. D. Rossolimos, representing the firm of N. Ambatielos, shipowners, of Argosoli (Greece), Paris and London, is on a visit to the Colony. His firm has purchased six standard vessels three from the Hong Kong and Whampoa Dock Co., and three from the Taikoo Dockyard, including the *Hur's*

GERMANY'S DESIGNS ON RUSSIA:

EX-AMBASSADOR'S WARNING TO THE ALLIES:

CONTEMPLATED GERMAN MONARCHICAL REGIME IN PETROGRAD.

UKRAINIA DECLARES WAR ON GENERAL DENIKIN.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

GERMAN DESIGNS ON RUSSIA.

A DISQUIETING STATE OF AFFAIRS.

LONDON, October 9th.

German designs on Russia are receiving much attention at present, as the evidence increases that the German troops have no intention to evacuate the Baltic Provinces. THE BERLIN GOVERNMENT REPLIED.

COPENHAGEN, October 9th.

A telegram from Mitau states that Major Bischof, commanding the local "Iron Division," has issued a manifesto to the troops defying the Berlin Government and proclaiming his intention to join the Russians and help them to free their homeland of the Bolshevik scourge of humanity.

A "WEST RUSSIAN" GOVERNMENT.

LONDON, October 9th.

The Times correspondent in Berlin quotes a newspaper report as stating that a "West Russian" Government has been formed for the purpose of combating Bolshevism by a strong army alliance with Admiral Kolchak and General Denikin.

A WARNING TO MARSHAL FOCH.

The Times correspondent at Helsinki states that General Vassilievsky, the noted anti-German ex-Commander at Petrograd, writes: "I have just returned from Revel where von der Goltz's troops are beginning a careful movement against Lethland and will shortly begin an offensive in the direction of Pskoff, overrunning Esthonia, and march to Petrograd for the purpose of installing a German monarchial regime. Please warn Marshal Foch."

RUSSIA A GERMAN COLONY?

The ex-Ambassador at Petrograd, Sir George Buchanan, speaking in London, said that if we allowed Germany to make Russia a German colony, we would be confronted with a Germany far more powerful than before the war.

THE GERMAN POLICY.

The Times, in an editorial, interprets the German policy as taking the lead against the Bolsheviks and pegging out a claim for the future gratitude of the stable elements.

BISCHOF TO BE COURT-MARTIALED.

BERLIN, October 9th.

Herr Noske, Minister for War, announced, in the National Assembly, that Major Bischof's manifesto to the Baltic troops passed all bounds of insubordination. Bischof would be court-martialed.

GERMANS CLAIM VICTORY AGAINST BOLSHEVISTS.

HELSINKI, October 9th.

A "North-West Russian" Army communiqué states:—

We have defeated five Bolshevik regiments in the Pskoff region, taking 500 prisoners.

SENSATIONAL REVELATIONS HUSHED UP.

BERLIN, October 9th.

Owing to the shooting of Herr Haase, the Reichstag adjourned after the speech by Herr Noske.

The National Zeitung says that Herr Haase intended to criticize severely the Government's Baltic policy, and make sensational revelations regarding Russian recruiting in Berlin, irrefutably proving by documents that two members of the new West Russian Government are staying in Berlin to direct the propaganda for recruiting for a Russian counter-revolution.

GENERAL VON DER GOLTZ'S EXCUSE.

COPENHAGEN, October 9th.

A telegram from Mitau states that General von der Goltz has written to the Chief of the Allied Mission at Riga alleging that Lettish and Estonian troops are largely massing on the demarcation line. He is unable to evacuate the German troops unless these forces are withdrawn.

THE IRISH PROBLEM.

NEW SETTLEMENT SCHEME TO BE DRAFTED.

LONDON, October 9th.

The Daily Express states that a Cabinet Committee to draft a new Irish settlement scheme has been appointed, with Mr. Walter Long as Chairman. It includes Mr. E. Shortt, Sir Auckland Geddes, Lord Birkenhead, Mr. Ian Macpherson, Lord Evers, Lord Fisher and Capt. Worthington Evans.

The Daily News Lobbyist points out that the Committee has scarcely begun work, therefore the detailed schemes already canvassed have not been drafted by the Committee.

Turkey, whose ratification of the Peace Treaty technically ends the war, is unlikely to ratify before 1920, therefore the Government have several months in which to produce an Irish settlement plan amending the Home Rule Act which, otherwise, would automatically come into force at the end of the war.

THE LANCASHIRE COTTON TRADE.

AN UNPRECEDENTEDLY PROFITABLE YEAR.

LONDON, October 9th.

The reports of 30 Lancashire Cotton Spinning Companies show that the lowest dividend being paid is 10 per cent, and the highest 120 per cent.

Several companies are paying 40 and 50 per cent. Moreover, certain companies are increasing their paid-up capital by paying-calls out of the profits.

The Financial Times says that the results are the best ever recorded in Lancashire.

GREAT BRITAIN'S TRADE.

INTERESTING COMPARATIVE FIGURES.

LONDON, October 9th.

The Board of Trade returns for September show that the imports were approximately £145,500,000 and exports £296,500,000.

The corresponding increases were, respectively, £50,500,000 and £26,250,000.

For the first nine months of the year the imports were £1,160,500,000 and the exports £2,411,250,000.

THE WAR ON BOLSHEVISM.

GENERAL DENIKIN'S ADVANCE ON MOSCOW.

LONDON, October 9th.

General Denikin continues to advance in the Kursk-Voronezh area, and is now 220 miles from Moscow. The Bolsheviks have been largely reinforced on this front.

BOLSHEVIST WITHDRAWAL ON EAST RUSSIAN FRONT.

The Bolshevik withdrawal contingents on the whole of the East Russian front.

GENERAL SITUATION LESS FAVOURABLE TO BOLSHEVISTS.

The situation in Russia is now considerably less favourable to the Bolsheviks than at the beginning of the summer.

Evidently the Volunteer Army, in which more and more are enlisting, will support of the Russians and become a very serious danger to the Bolsheviks, whose forces appear to be insufficient to deal successfully with the double offensive from the south and the east.

ADMIRAL KOLCHAK'S ADVANCE.

Admiral Kolchak is, however, still far from the heart of Russia, and if he give up territory east of the Urals and make peace with the Baltic States, the Bolsheviks could probably considerably reinforce their southern front.

LEITLAND SPURNS SOVIET PEACE OFFERS.

COPENHAGEN, October 9th.

A telegram from Riga states that the Lett Foreign Minister, addressing the National Council, said that there could be no question of concluding peace with the Soviet Republic in its present form, but if the Soviet transferred their power to a more democratic Government, after the example of Hungary, the question would be considered.

MORE BOLSHEVIST MURDERS.

STOCKHOLM, October 9th.

A telegram from Petrograd states that 73 alleged anti-Bolshevik conspirators were executed recently at Moscow and Kronstadt, including Princes Obolenski and Andronikoff, several Generals, Professors and women. It is asserted that the conspirators were connected with General Denikin.

UKRAINIA DECLARES WAR ON GENERAL DENIKIN.

COPENHAGEN, October 9th.

The Ukrainian Press Bureau reports that the Ukrainian Government has declared war on General Denikin.

Heavy fighting is proceeding. General Denikin's advance to the west is held up.

The Bureau alleged that General Denikin first attacked the Ukrainians.

THE FIRST SEA LORD.

ADMIRAL BEATTY TO SUCCEED ADMIRAL WEMYSS.

LONDON, October 10th.

The Daily Telegraph states that, in accordance with the tentative arrangement made last year, which is now confirmed, Admiral Sir David Beatty will succeed Vice-Admiral Sir Rosslyn Wemyss at the Admiralty in November.

FLOODS IN SPAIN.

HOW A DISASTER WAS AVERTED NEAR VALENCIA.

MADRID, October 9th.

Disastrous floods at Valencia nearly caused a train catastrophe, which was averted owing to the presence of mind of the engine driver.

As the train was approaching a bridge over the river Guadalquivir, the driver noticed it quivering and about to collapse. It was too late to pull up, and he therefore put on full steam and dashed across, the quivering bridge, which fell into the raging torrent just when the last coach reached the other side.

AVIATION.

GERMAN AIR EXPRESS TO STOCKHOLM.

STOCKHOLM, October 9th.

The first "Air Express," the German airship *Hindenburg*, arrived today from Berlin with sixteen passengers. She immediately returned with fresh passengers.

THE FRENCH NAVY.

CONSTRUCTION OF TWELVE NEW WARSHIPS.

PARIS, October 9th.

The new Naval programme provides for the construction of six light cruisers and six destroyers.

MUTINEERS PUNISHED.

TOLSON, October 9th.

A Naval court-martial has sentenced 28 of the crew of the battleship *France*, who recently mutinied in the Black Sea, to imprisonment ranging from six months to 15 years.

AN ECHO OF SARAJEVO.

JUGO SLAVS REMOVE AUSTRIAN MONUMENT.

PARIS, October 9th.

A telegram from Sarajevo states that the Jugo-Slav Government has removed the great bronze slab which the Austrians placed on the spot where the Archduke Ferdinand was killed.

LORD HALDANE'S "RECOLLECTIONS."

GERMANY PROSTRATE BUT NOT DEAD.

LONDON, October 9th.

Lord Haldane, concluding his "Recollections," in the *Westminster Gazette*, deals especially with his mission to Berlin in 1912. He refers to his efforts to arrive at an understanding, more particularly as regards the ambitious German Fleet programme, but he found Admiral von Tirpitz exercising an adverse influence and steadily gaining power, which neither the ex-Kaiser nor Bethmann-Hollweg were able to withstand. He believes that the Chancellor disapproved at heart of the policy leading to the outbreak of war.

Lord Haldane concludes: "Germany lies prostrate, not dead, and we must prepare by study and organisation against her competition in scientific industry. She cannot attempt for generations to rebuild on military foundations, but there are other fields of activity. I am of opinion that the people both of the United States and throughout the British Empire are coming to realise this."

CYCLONE IN EASTERN BENGAL.

CONSIDERABLE DAMAGE CAUSED.

LONDON, October 9th.

A destructive cyclone, on September 24th, in Eastern Bengal, caused considerable damage in Khulna and Dacca; also loss of life on numbers of boats. One passenger steamer has been lost. There are no details.

THE CROIX DE GUERRE.

CONFERRED ON THE CITY OF PARIS.

PARIS, October 8th.

The Croix de Guerre, which has been conferred on the City of Paris, will be officially presented by President Poincaré on October 12th, at a special ceremony at the Hotel de Ville. All the members of the Government will be present, together with Allied Ambassadors.

The Allied Capitals have been invited to send representatives. The towns of France already invested with the Croix de Guerre will be represented in the procession.

FRENCH ELECTIONS.

FIXED FOR NOVEMBER 10TH.

PARIS, October 8th.

A Havas message says:—

At a meeting of the French Ministry yesterday, a Bill fixing the date of the elections was discussed. November 10th was chosen for the election of the Deputies. The powers of the present Chamber expire on December 7th.

PARIS STAGE STRIKE.

SETTLED AFTER ELEVEN DAYS OUT.

PARIS, October 8th.

A Havas message says:—

After lasting eleven days, the Paris stage strike was settled yesterday, with M. Lafferre, Minister of Public Instruction and Fine Arts, as arbitrator.

SIR DOUGLAS HAIG.

BIRTH OF A DAUGHTER.

LONDON, October 9th.

A daughter has been born to Lady Haig and Field-Marshal Sir Douglas Haig.

CANTON NEWS.

CANTON, October 10th.

THE FORMATION OF A "REAL GOVERNMENT."

The M.P. have decided to take proceedings for the formation of a real Government. There is a difference of opinion amongst them, however, as to who should be President. General Luk Wang-tung is favoured by some and Shum Chan-huen by others. Of the two parties the former is expected to be the stronger, as Luk has greater military power than Shum and could, therefore, take the office with greater confidence if elected.

Dr. Wu Ting-fang has explained that unless the military leaders are to obey the orders of the new Government, it will be useless to form any sort of Government. He anticipates a serious struggle unless great care is exercised.

PEACE PROSPECTS.

The Military Government has sent circular telegrams to the South-West provinces requesting the leaders to state whether they are in favour of peace or war with the Peking Government. It is stated that a special delegate has been sent by the Military Government to Tang Shui-yi requesting him to remain in office, and giving him certain instructions with regard to the resumption of the Shanghai Conference.

THE BOYCOTT OF THE BIG STORES.

In spite of the big stores having expressed regret for demanding the arrest of the students, the boycott of them by the people has not yet ceased. Crowds are to be seen in front of the premises, preventing other people from entering. It is stated that owing to the boycott the companies have already suffered considerable losses and their shares, which were quoted at more than \$100 each before the boycott, have dropped to about \$50 each. The students have decided not to interfere with the importation of foreign goods by the companies, although requested to do so. The managers of the companies are taking every possible step to remove the boycott by offering gifts to the ringleaders.

WAR SAVINGS.

THIRTY-SECOND LIST OF THE LOCAL ASSOCIATION.

The following amounts have been received from members of the Association during the past month and invested in British War Loan at 5 per cent:—

Local currency, \$45,805.19, bringing the total received to date to Hongkong \$2,896,525.19.

Straits currency, \$15,512.32, bringing the total to \$30,000.00.

Sterling, 25,051 7s. 3d., bringing the total to £25,006 12s. 2d.

Gold dollars, G. \$1.55, bringing the total to G. \$7,345.31.

Yen 10, bringing the total to Yen 709.40.

VICTORIA THEATRE.

The Victoria Theatre management is putting on a special holiday programme this afternoon, comprising a super William Fox production, "Princess Romanoff," the story of which is based on "Fedora," by Victoria Sardon. Miss Nance O'Neill plays the part of Princess Romanoff. Romanoff, the beautiful and sprightly Russian aristocrat. She is supported by a cast of famous players. A crowded house is anticipated, and the programme is long the time for commencing has been fixed at 5 o'clock.

HONGKONG LAWN BOWLS ASSOCIATION.

SHANGHAI INTER-PORT TEAM ENTERTAINED.

PARIS, October 8th.

The Shanghai Lawn Bowls Inter-port team were the guests of the Hongkong Lawn Bowls Association, on Saturday night, at a dinner given at the Hongkong Hotel. Mr. W. Gerrard, President of the Association, was in the chair, and the company numbered nearly one hundred.

The arrangements were made by Messrs. D. Harvey, J. Grant, W. Kent, E. J. Stanley, and Eldridge, who spared no pains to make the dinner a success.

After the loyal toasts had been honoured, the chairman welcomed the guests. He referred with pleasure to the fact that he was the first President to take the chair at an inter-port dinner. Many people were inclined to characterise bowls as "an old man's game"; he was not an old man, and yet he had played bowls for over ten years. He thought it one of the finest social games which could be played. "Cricket was a great game, no doubt, but it depended on the individual scoring of the members. One might make a century and thereby win the match for the side. Bowls was different. It called for combination on the part of all the players. The team as a whole had to make good before they could expect to win a match. They could not have a W. G. Grace in bowls. They must have combination, a good team like that which had come from Shanghai. (Applause.)

He referred to the fact that the chairman urged that the team should not be called upon to play so soon after their arrival. He spoke from experience, because when he went to Shanghai on a Sunday, as one of the "Big Four," with Mr. C. Bond, the only man who brought credit to the team, they were asked to play on Tuesday. He thought that sort of thing should not be permitted. It showed that Shanghai was afraid of Hongkong, and that Hongkong was afraid to let Shanghai practice on its local greens. (A voice: "Nonsense.") It was not nonsense; it was not fair that a match should be held so soon. The European bowls was played all over the world. The Complete Bowler said that the game as played to-day was largely due to the efforts of the Scotsmen throughout the world. The English Lawn Bowls Association had drafted their rules on similar lines to the Scottish Association. The English game seemed to have been played on the crown green and not on a flat green, as was proved by the fact that Drake, before he went to meet the Spanish Armada, played a game of bowls on a crown green. They had all seen the dexterity with which the Shanghai bowlers had played, and he especially to refer to his friend, Mr. Malcolm. (Loud applause.) Everyone who saw him bowling would say that he was a man who had never wasted a bowl. Mr. McDougall and Mr. Marshall, also, were bowlers who had no equal, while no bowler in the colony could lift a bowl like Mr. McDougall, who was the finest driver he had seen. They were very fortunate in Hongkong in having a skipper like Mr. Ferguson, who played a most excellent game, assisted by Mr. Gow. These two were outstanding members of the Hongkong team, while Mr. Wetherup and himself were the two fill-ups. He had sent invitations to prominent people in the colony, including the Hon. Mr. Claud Severn, the Puisne Judge, the C.S.P., and others who all were saying how much they regretted that they could not attend, as they had to be present at a dinner at Government House. He should have liked them to have been present because he wished to see the game of bowls becoming general in the colony. As some of them knew, Mr. Severn took a keen interest in the game. He did not see why the principal business men of the colony, like Mr. R. M. Dyer, should not take up the ancient game; in Shanghai many of the principal business men played nothing but bowls. In proof of that he need only mention such names as those of Mr. Baine, who was a keen bowler, Mr. Prentiss and Mr. Clarke. It was a pity that in Hongkong bowls should be confined to a limited class. In Shanghai, however, there were fewer forms of sports than in Hongkong, and possibly that was the reason why bowls was such a favourite there. He did not see any reason why the Golf Club should not have a bowling rink, and if they wanted players he would be willing to go there and take away any spoons which they offered for competition. In conclusion he asked the Company to drink to the health of the victors. (Applause.)

The toast having been drunk with musical honours, Mr. F. L. Marshall, in acknowledgment, said the games had been excellent; there were very few finishes and the matches were enjoyed by players and spectators alike. It was gratifying to see such a number of ladies gracing the greens with their presence, and showing a keen interest in the game. Every good shot was applauded, whether it was a shot by Hongkong or by Shanghai, and that showed the true sporting spirit. One did not mind losing a match when such a spirit was manifested. (Applause.)

He congratulated Hongkong on winning the inter-port match. He was sure they would all agree with him that the best team won. Hongkong was fortunate in possessing fine players like Ferguson, Gow and Gerrard, who all played excellently. He was particularly struck with the masterly play of Ferguson. Mr. Gow was always there or thereabouts while Mr. Gerrard played a most consistent game throughout. The Shanghai men were not showing their best form; he had seen them play much better. He could not account for the falling off, unless it was due to the hospitality of their hosts or the heat. (Laughter.) They could not put it down to heat, if they liked. He was still of opinion that if Shanghai had had sufficient time to recover from the effects of their voyage they would have beaten Hongkong. The greens they played on were in excellent condition, but to his mind the best green was that of the Civil Service green. (Applause.)

It was a very true green. Perhaps there was one exception, and that was the Kowloon Green, but it took them a considerable time to get there. He congratulated the Kowloon Cricket Club in having put up such a plucky fight; they deserved to win, but unfortunately luck was against them. The visitors were not disappointed at having been beaten by Tai-koo, whose players were old and experienced and played an excellent game. The visiting team, he had to admit, was always at a disadvantage because they could not bring the best team out; otherwise, he would not have been there. If their men could have got away they could have brought down ten rinks equally as good as the one that had come. He thought that in future it would be a better test if visiting teams brought more down. He should like to see three, or perhaps four, rinks played for the inter-port match. Cricketers when they came down brought twelve or thirteen men with them. Why should not bowlers bring down twelve men if they could get away? He had four spoons which he wished to present to the winning inter-port team. He could not sit down without saying how grateful they were for the hospitality extended to them. They had had a happy time, and had enjoyed their stay, and taken forward to the time when they could reciprocate. One thing he regretted and that was that, through sickness, they would not be able to play the Machine Gun Club. He asked the Shanghai men to rise and drink to the health of the Hongkong bowlers and the Hongkong people. (Applause.)

Mr. Marshall then presented four silver spoons to the winning team, and, in return, was handed four silver forks for the losers.

Mr. C. MacDougall proposed the toast of the Hongkong Lawn Bowls Association. In the course of his remarks, he expressed the chairman's statement that Shanghai played bowls more than any other form of sport. On one day in Shanghai he had seen cricket, tennis, hockey, football, polo, baseball, golf, swimming, etc., and he doubted if that record could be beaten by Hongkong. He suggested that in inter-port matches four rinks should be played, the game being decided on the best of three matches. (Applause.)

The Chairman next presented suitably inscribed gold medals to the past Presidents of the Association. Those who were present to receive the medals were Mr. C. Bond and Mr. W. Wetherup. Mr. Cooper, Mr. Petrie, and Mr. Howell were absent.

Mr. Ferguson, replying to the toast of the Association, said he would like to try a game of singles with Mr. Malcolm. He issued a challenge on behalf of Tai-koo to the Shanghai team on behalf of Hongkong to play upon Shanghai had shown a splendid spirit. (Applause.)

The Chairman, in response to cries for a speech, said he hoped that when Hongkong came to Shanghai they would be able to give them the same keen games as they had in Hongkong. Shanghai had not been in particularly good form, otherwise he thought they might have won more than four games out of the six. Nevertheless, he congratulated Hongkong on winning the inter-port match. It was impossible for any Shanghai team to have beaten them on the form they showed.

Mr. Marshall announced that the challenge issued by Tai-koo was accepted, the match to be played on the Civil Service green if permission could be obtained.

Mr. Stanley, of the Civil Service, said they would feel honoured if the match were played on their green, while Mr. Edwards agreed to cancel the pairs matches which had been arranged with the Machine Gun Club.

In replying for "The Guests" Mr. J. Reid agreed to the Tai-koo match and offered to present spoons.

Mr. R. M. Dyer said that what appealed to him most in bowls was that one could play it and yet think of something else. He was willing to put a stake on Shanghai when they met Tai-koo because it was only right that he should put his money on the visitors.

In the intervals between the speeches song were contributed by Mr. G. McLeod and Mr. J. Anderson, who were accompanied by Mr. E. J. Edwards. Mr. D. Young gave a recitation.

The gathering dispersed at midnight after singing "Auld Lang Syne" and the National Anthem.

AT KOWLOON CRICKET CLUB.

The Shanghai visitors were the guests of the Kowloon Cricket Club atiffin yesterday afternoon. Mr. D. Harvey presided and covers were laid for 24 persons.

The Chairman proposed the health of the guests in a happy little speech, and said that as one of the team that went to Shanghai last season he felt honoured to be in the chair.

Mr. G. Gerrard, on behalf of the Kowloon Bowling section, thanked the visitors for the very fine game they had given the club and expressed the hope that they would find the green improved.

Mr. J. Hyde thanked the Shanghai team for giving them an interesting and enjoyable game of golf. No doubt the players had felt a bit loss on a sand green, but they were all agreed that it was a fairly true green.

Mr. F. L. Marshall, of the Shanghai team, replied that they had had a glorious time in Hongkong and he thanked them all for their hospitality.

The following were the results of the golf match played between Shanghai and the K.C.C. yesterday morning:—

J. C. Mac

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Length 787 Feet.
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Capable of Handling Ships Up
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THE VOYAGE OF THE "OREL."

THRILLING TALE OF A RUSSIAN
TRAINING-SHIP AND HER
BOLSHEVIST CREW.

HOW SALVATION CAME IN HONGKONG.

Among the passengers travelling to Yokohama on board the M.M. "Orel" are a party of nine Russian naval officers en route from Saigon to Vladivostok (says the N.C. Daily News of October 6th). Their return to Russia forms one of the final episodes of a most remarkable by-play in the history of the Russian Revolution. Up to the present no full account of it has appeared in the press, and the story will certainly prove interesting to all readers.

During the first week of October, 1917, on the eve of the overthrow of the Kerensky Government, a *Rota* of about 250 midshipmen with some 30 officers and instructors was despatched from the Naval Corps at Petrograd by special train to Vladivostok in order to undertake a course of naval instruction during a cruise in the South China Seas. From the time of the outbreak of war these winter cruises from Vladivostok had been a yearly part of the curriculum of the Corps; but in 1917 the anti-aristocratic feeling had already become so violent in Petrograd that it was with no little difficulty that these future officers were allowed to depart unmolested. The tone of the boys themselves was also different from what it had been in previous years, and later it was even found that among them were quite a number of spies in the service of the soldiers and sailors' councils.

AS GENUINE OUTLOOK.
Once clear of Petrograd the train-load of young cadets travelled across the Russian and Siberian Steppes without any but minor adventures, and about three weeks later arrived in Vladivostok. There they were embarked upon the auxiliary cruiser "Orel" which, by the way, was a slightly larger sister ship of the Volunteer Fleet ship "Nimble". While awaiting departure from Vladivostok it already became clear that the winter cruise would be one of the most unusual character. The Bolshevik *enquadré* had already taken place in Petrograd, and although only a very slight understanding of that event had yet been realized in Vladivostok, nevertheless the sailors' attitude towards the officers became daily more distrustful and threatening. When, on November 25th, the "Orel" at last got up anchor and sailed from Vladivostok she was, as regards her complement, one of the most anomalous and queerest craft that ever flew a war pennant.

The condition on board was as follows. There were 250 cadets who had never been on the sea before and about 30 officers, together with a crew of 300, who were virtually their custodians. These cadets and the majority of the officers were under the command of Captain Kittling, a young officer who had received his promotion under the old regime for distinguished service against the enemy in the Black Sea. The Captain of the "Orel," Lieut. Commander Afanasieff, had been elected to his command by the crew and sailors' Council of Vladivostok.

By order of the sailors all officers and cadets were unarmed except for whatever revolvers they had managed to smuggle aboard with them. Moreover all ammunition chambers and small-arms were kept in the exclusive charge of the crew; and, as an additional safeguard, two T.B.D.s, manned almost entirely by sailors, accompanied the expedition and kept watch in order to put a torpedo into the "Orel" upon the first sign of mutiny among the officers. Although the decks of the cruiser were strewn with orange peel and sundowner seeds, some attempt at ceremony was made and as the strange flotilla steamed out of Vladivostok harbour, a great dipping of flags took place and a most blatant brass band blared forth the Marseillaise from the speaker.

UNDER FEAR OF JAPAN.
Four days later the armada arrived in Nagasaki where no little difficulty was experienced in gaining admission. Under the eyes of the Japanese, however, the sailors made some external show of discipline, and all that took place on deck was quite of an exemplary character.

What was going on below, however, was a very different matter. Every day there were the wildest meetings in the sailors' flats, when all sorts of blood-thirsty propositions were put forward as to how best to get rid of their officers, or how still further to humiliate them. At this time a little incident took place in the town nearly led to very serious results. A party of five cadets having become slightly hilarious in one of the cafes began to sing the former Russian national anthem, and being overheard by some of the sailors were promptly arrested upon their return aboard, and were court-martialled by the sailors. Despite all pleas of the officers they were condemned to be returned to Vladivostok for punishment at the hands of the Central Soviet—a verdict which amounted in short to a sentence of hanging. The matter was only liquidated by a party of officers with the help of a Japanese gentleman smuggling the delinquents ashore one dark night and setting them off by train for Tokyo.

THE LURE OF GOLD.
This incident still further inflamed the sailors against the officers and cadets, and the next stage of the voyage—from Nagasaki to Hongkong—would probably have been one of much bloodshed if it had not been for one saving factor. This factor was the greed of the sailors. Under the naval regulations all officers and sailors while abroad were to receive dollar for dollar, regardless of current rate of exchange. This was really the reason why the sailors had consented to the voyage, and it was the one means by which Lieut. Commander Afanasieff could keep any control over the men. The next payment was to be made in Hongkong, and therefore to Hongkong—although the sailors had a wholesome fear of British law—they were obliged to go. Moreover they knew that if any violence were done to the officers their captain would refuse to endorse the necessary letter of credit. Therefore, although the officers were nightly lulled to sleep to the sound of honing knives and grinding cut-throats, no bloodshed took place and the "Orel" dropped anchor in Examination Bay on Christmas Eve 1917.

As Commodore Banderman had received no advices as to the approach of the "Orel,"

her reception in the Crown Colony was by no means cordial. All the batteries were manned upon her, and H.M.S. "Sagami," guns at the ready, came out to meet her. What sort of explanations were offered between Lieut. Commander Afanasieff and the representative of British Naval Power, it is impossible to say; but, after some little delay, the "Orel" was admitted to the harbour.

Here, to make a long story short, one morning towards the end of January, the "Orel" was once again governed by the British guns, and the Captain, in the presence of a representative of the British Navy and the Russian Consul, read out to the crew a very curt order that they were all to go aboard H.M.S. "City of London" for shipment back to Vladivostok. Any mark of disinclination to fulfil orders would render them liable to be fired upon by the British.

It was a very curious event that stepped aboard the "City of London." Nevertheless such is the strange mentality of the Russian peasant, the next morning as that vessel weighed anchor to take them to sea after assembly their brass band on the harbour deck and played a creditable imitation of "God Save the King."

APPRENTICES TO LOWER DECK.
Thus closed the first chapter in the voyage of the "Orel." She remained now in Hongkong with only officers and cadets aboard, and with a dishonoured Kerensky letter of credit somewhere at the Russo-Asiatic Bank.

For one month a most intensive but unexpected fire in the engine-room was carried out and the cadets were drilled into being deck hands, firemen, cooks, and what not. At the end of that period, through the help of the British and French Governments, and the courteous interests of M. Lapieque, the "Orel" received her first charter as a freighter between Hongkong, Haiphong and Saigon.

IN ENEMY HATE DONE THIS.
At the beginning of March the first voyage as a trader was undertaken and proved a most successful and memorable one. The "Orel" left Hongkong in ballast for Haiphong, carrying as passengers the former Governor of Annam and several other important French officials. Troubles began somewhere between Cap Rock and Hainan. The crew, consisting only of absolutely inexperienced cadets, no, particularly in the engine-room, by no means efficient, and on the second morning out from Hongkong it was reported that—although the Kingston pumps were all working apparently—normally—water absolutely refused to find its way into the boilers. A most critical and exciting half-hour ensued, and fires were only drawn some moments before the last water sank below the gauge.

The "Orel" was now adrift. Awnings were converted into sails, and as far as possible a course for Hainan was maintained while a general search for the cause of the trouble was commenced. Late in the evening it was discovered that some mischief-maker—probably one of the spy cadets mentioned—had tampered with the feed-valves in such a manner that the supply of fresh water instead of entering the boilers, was going overboard. Steam was not up to date, and by noon the next day the northeast corner of Hainan was made.

FIRE ON BY CHINESE.
Going through the Hainan Straits is always a ticklish manoeuvre, but the "Orel" was well navigated and the last beacon was just passed when another adventure sprang upon the vessel. From the shore a Chinese battery, without any preliminary blank round, opened a hot fire of presumably 3-inch shells, which hurled over the "Orel's" bridge in a most inhospitable manner. Thinking that this onset was to be interpreted as an indication of request to come to port, the Captain gave an order to let go anchor and the "Orel" hove up, where in a channel which is but little better than a mill-race. Unfortunately this procedure, having no palliating effect upon the battery which kept up a most indefatigable attempt to get the range of what had now become a fixed target. Signals from the "Orel" were unheeded, and fire was only stopped when the Captain fled the expedient of hoisting the British White Ensign on the foremast and the French flag on the mainmast. When it is remembered that the "Orel" is, like the "Simbirsk," a quite unarmoured merchant vessel and that one such shell as those that were being fired, if it found its way into the boiler-room, would have sent the whole boat aloft, the excitement of the incident may be realized.

SUSPECTED SOUTHERNERS.
Afterwards, upon arrival in Haiphong, it was explained that Hainan was in the hands of party of Northerners who, at the time, were expecting an attack by the Southern Fleet, and never having seen the Russian transport flag before, jumped to the conclusion that the "Orel" was their nemesis.

This was the first of a series of trading voyages for the "Orel," and money began to flow in, officers and cadets were paid again, and by the kindness of the French Government barracks at Cap St. Jacques was placed at the disposal of the cadets and a temporary Naval Corps was established there.

At the beginning of the present year, however, things having become more settled in Vladivostok, the cadets, by their unanimous desire, were returned to Vladivostok. Lieut. Commander Afanasieff apparently had no wish to return, and he, together with a number of his officers, remained with the "Orel" as traders in French water. Since then they have made two voyages with rice to the French colony of Réunion and only on their return to Saigon did they receive a definite order from the Omak Government that they were to return immediately to Vladivostok.

PAID OFF AT LAST.
The order also contained an intimation that a crew, together with a new captain, was being sent from Russia to take over, and that Lieut. Commander Afanasieff could report himself forthwith at Omak-tain, and—Lieut. Commander Afanasieff and his officers signed off and took passage by the "Pent" to Yokohama for Siberia. The "Orel" together with the two destroyers—one of which has been lying up in Hongkong, and the other at the disposal of the French Government in Saigon—are also at the present moment on their way back to Vladivostok.

THE VICTORIA TODAY'S SPECIAL MATINEE at 5 o'clock.

"PRINCESS
ROMANOFF"
IT IS IN MANY
RESPECTS A MOST
NOTEWORTHY
WILLIAM FOX PRO-
DUCTION FEATUR-
ING NANCE O'NEILL.

G. R.
NOTICE.

ALL Persons, with the exception of persons of Chinese race, wishing to leave the Colony must have in their possession a VALID PASSPORT. Passengers not in possession of passports will not be allowed to leave the Colony.
All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE, 1916.
Forms of Registration, giving the particulars required, may be obtained at the G.P.O. and at all Police Stations.
The Penalty for non-compliance is a fine not exceeding \$50.
E. D. C. WOLFE,
Captain Superintendent of Police.
Hongkong, September 22nd, 1919. [40]

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"ASAHI BEER"



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NOTICES TO CONSIGNEES

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NOTICE TO CONSIGNEES

FROM UNITED KINGDOM, COLOMBO
and STRAITS.

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having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

Goods not cleared by Oct. 14th, 1919, at 5 p.m., will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on Oct. 14th, 1919, at 10 a.m.
Claims against the Steamer must be presented within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, October 7th, 1919. [135]

INDO-CHINA STEAM NAVIGATION
CO., LTD.

NOTICE TO CONSIGNEES

FROM KOBE

THE Steamship

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having arrived from the above port Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

Goods not cleared by Oct. 13th, will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.
No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, October 7th, 1919. [1359]

INDO-CHINA STEAM NAVIGATION
CO., LTD.

NOTICE TO CONSIGNEES

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"YATSHING"

having arrived from above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

Goods not cleared by Oct. 14th, will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the Steamer must be presented within 10 days of arrival; otherwise they will not be recognized.
No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, October 7th, 1919. [13.0]

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"MINERIC"

having arrived, Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after October 17th, will be subject to rent.
All Claims against the Steamer must be presented to the Underwriter on or before October 24th, 1919, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on October 16th, 9 a.m.
No Fire Insurance will be effected.

Bills of Lading will be countersigned by THE BANK LINE LIMITED, General Agents.
Hongkong, October 10th, 1919. [1372]

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General Agents.

[1354]

SHIPPING NEWS

ARRIVALS

October 11th.
Great Northern, American transport, 3,000 tons, Capt. Porter, from Vladivostok, which port she left on October 11th.
Kashima Maru, Japanese str., 1,773 tons, Capt. Saka, from Canton, with ballast, Daboll & Co., 235 tons, Capt. Shirohara, Chinese str., 2,700 tons, Capt. Wada, from K. C. Wm, with a general cargo, W. H. Hing & Co.
Titan, British str., 2,700 tons, Capt. Yarrow, from Shanghai, with a general cargo, H. & S.
October 12th.
Chang, Chinese str., 387 tons, Capt. Fletcher, from Hongkong, with a general cargo, Hing Lee S. S. Co.
Hawke, British str., 1,222 tons, Capt. Shiao, from Tientsin and Swatow, with a general cargo, B. & S.
Jude, French str., 286 tons, Capt. Cornillon, from Hongkong, with a general cargo, Kai Yue.
Kwai, Chinese str., 102 tons, Capt. Kwok Kai, from Hongkong, with a general cargo, Wai Hing.
Quincy, American str., 997 tons, Capt. Medina, from Swatow, with a general cargo, Douglas & Co.
Seymour, British str., 1,234 tons, Capt. Gibbs, from Canton, with a general cargo, B. & S.

THE S.S. "PERKING" MISSING

The Swedish S.S. "Perking", of 6,000 tons, commanded by Capt. T. W. Nordlander and owned by the Swedish East Asiatic Co., Ltd., of Gothenburg, has been missing since September 2nd. She was in wireless communication with Shanghai on September 2nd, when she made enquiries as to typhoon signals. Her position then was unknown. The Hongkong Observatory reports a typhoon east of Hainan on September 2nd, and the ship is supposed to have met with a mishap between Karatsu and Sabang, to which latter port she was bound, being due there on September 10th. The "Perking" is described as having a yellow funnel with three yellow crowns on a blue round shield. Masters of vessels going North or South are requested to be on the lookout for the "Perking". The Swedish Consul here will be glad to receive news of her.
There was a fire on board the ship about the end of 1918. To save her, she was sunk at Port Said, and was under water for several months. She was repaired at Alexandria and Gothenburg, and this is her first trip to the East since. She was in Hongkong on July 22nd at the Kowloon Wharf, and sailed on July 29th, for Shanghai and Kobe.

HONGKONG METEOROLOGICAL REGISTER

Hongkong Observatory, October 12th

	Previous On Date	On Date	On Date
	at 3 p.m.	at 3 p.m.	at 3 p.m.
Barometer	29.45	29.85	29.85
Temperature	82	74	73
Humidity	59	44	88
Wind Direction	East	NNE	North
Force	4	4	2
Weather	0	cd	0
Rain			0.4

Highest open-air Temperature on 11th, 83.
Lowest open-air Temperature on 12th, 75.

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIBODAS	JAPAN	17th Oct.	19th Oct.	JAVA
TJIKINI	JAVA	22nd Oct.	25th Oct.	SHANGHAI
TJIMANOER	JAVA	15th Oct.	6th Nov.	JAVA
TJILIWONG	JAVA	26th Oct.	2nd Nov.	JAPAN

* Wireless Telegraphy.
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passage apply to the
JAVA-CHINA-JAPAN LIJN,
York Building, 1st Floor.

UNCLAIMED TELEGRAMS.

The following unclaimed telegrams are lying in the Great Northern Telegraph Company's office at Hongkong—

ADDRESSES	FROM
Widato	Tokio
Manyuening	Amoy
Barahyaku, c/o Japanese Consulate	Osaka
410, 5 St. Faktat	Kobe
Abokobai	Kobe
Chengchun, Pottinger Street	Shanghai
Kuanglee	Shanghai
Nagasa	Osaka
Robert Carter St. George	Kobe
Hotel	Shanghai
Cheching Hoshun West St.	Kobe
Tokuwayu	Kobe
Oake	Kobe
Townsend	Kobe
Chong Wah Tea Club	Amoy
Wong Fengyie, Tel. On Chan	Amoy
Hotel	Chiofo
Burgalow	Yokohama
255	Shanghai
4149	Shanghai
2423	Poon
1377	Shanghai
Law Yid, Asia Hotel	Shanghai
Lau Sin Chun, 7, Des Vaux	Shanghai
Road, West	Kobe
Yungchingtuck	Shanghai
Kuhing	Amoy
Hongkongkong	Kobe

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong—

ADDRESSES	FROM
All trades	London
Dau	Pati
Hammond, 13th Infantry	Saribon
Louise Lucio, Astor House	Haiphong
Nattal	Bangasgura
Prij	Batavia
Pirosha	Bombay
Villeta	New York
Wright, c/o A. W. L. K.	Calcutta

WEATHER REPORT.

October 12th, at 10.00.—Warning to Hongkong, Phulien, Coast Ports, &c.—Typhoon in Lat. 15 deg. N. Long. 111 deg. E. direction W.S.W. velocity 8 to 12 miles per hour.

October 12th, 11.10.—No returns from Weiliwei, Vladivostok, Japan or Formosa.
Pressure has decreased considerably at Tientsin, moderately at Shanghai, and slightly from Peking to Hongkong. It has increased slightly over the Philippines.
The anti-cyclone has moved eastward, and the cyclone westward. The latter has deepened and is approaching Cochin China on a W.S.W. course.
Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.36 inch. Total since January 1st, 10.68 inches, against an average of 7.68 inches.
The forecast for the 24 hours ending at noon to-day is as follows—

DISTRICT	FORECAST.
Hongkong to Gap Rock	N.E. to E. wide, strong, moderating; cloudy, occasional rain.
Formosa Channel	The same as No. 1.
South Coast of China between Hongkong and Lamook	The same as No. 1.
South Coast of China between Hongkong and Hainan	The same as No. 1.

P. & O.-BRITISH INDIA & APCAR LINES

(COMPANIES incorporated in ENGLAND).

STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, AUSTRALASIA, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, RED SEA, EGYPT, EUROPE, ETC.

SAILINGS FOR
MARSEILLES AND LONDON
VIA STRAITS, COLOMBO AND PORT SAID.

S.S.	Leave Hongkong about	Due Marseilles about	Due London about
"PRINZESSIN"	21st Oct.	2nd Nov.	1st Dec.
"KHIVA"	1st Nov.	3rd Dec.	12th Dec.
"NOVARA"	7th Dec.	8th Jan.	17th Jan.

FOR BOMBAY VIA STRAITS & COLOMBO.
Due Bombay about

S.S.	Leave Hongkong about	Due Calcutta about
"DUNES"	12th Nov.	25th Nov.

FOR CALCUTTA VIA STRAITS & RANGOON.
S.S. Leaves Hongkong about Due Calcutta about

S.S.	Leave Hongkong about	Due Calcutta about
"JAPAN"	22nd Oct.	13th Nov.

FOR SHANGHAI, MOJI, KOBE, etc.
S.S. Leaves Hongkong about Due Yokohama about

S.S.	Leave Hongkong about	Due Yokohama about
"GREGORY APCAR"	14th Oct.	28th Oct. (Kobe)
"RUPRA"	24th Oct.	28th Oct. (Shanghai)
"NOVARA"	7th Nov.	31st Nov.

WIRELESS ON ALL STEAMERS.
For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & CO.,
32, Des Vaux Road Central HONGKONG.

THE EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LTD.

REGULAR SAILINGS OF MAIL STEAMERS FROM HONGKONG TO AUSTRALIAN PORTS.

Steamer	For	Date of Arrival	Date and Time of Departure
"ST. ALBANS"	Kobe Direct	15th Oct.	
"ST. ALBANS"	Sydney, via Queensland Ports	13th Oct.	Early Nov.

The above steamers have excellent accommodation for First and Second Saloon Passengers, having been built expressly for Tropical Voyages, and are complete with every modern convenience for Ocean Travelling.
A fully qualified Surgeon and Stewardess are carried on each vessel.
For Passage Rates and further particulars, apply to—
GIBB, LIVINGSTON & CO.,
972

NEW YORK DIRECT.

Joint Service of the

"BLUE FUNNEL" LINE
OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

STEAMERS	TO	DATE
"EURYMEDON"	via Panama	18th Oct.
"EURYMEDON"	via Panama	7th Nov.
"EUNYCHOUS"	via Panama	20th Nov.
"CITY OF NEWCASTLE"	via Suez	30th Nov.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.
Subject to change without notice.

For freight and particulars apply to—
RUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON REISS & CO., CANTON. 1214

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

SHANGHAI via SWATOW ... "HANGSANG" Wed., 15th Oct., Dlight.
SHANGHAI ... "BOYANG" Thurs., 16th Oct., Dlight.
STRAITS & CALCUTTA ... "LAISANG" Thurs., 16th Oct., 3 p.m.
Kobe ... "FOOKSANG" Fri., 17th Oct., Dlight.
MANILA ... "LOON KANG" Fri., 17th Oct., 2 p.m.
Tientsin, via Weihaiwei and Chefoo ... "CHEONGSHUNG" Sat., 18th Oct., Noon.
MANILA ... "YUENSANG" Fri., 24th Oct., 2 p.m.
CALCUTTA LINE.—This Line has now been re-organized and affords regular sailings to Calcutta via Singapore and Penang.
Returning from Calcutta steamers proceed via Straits and Hongkong as to Japan, occasionally calling at Shanghai.
All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.
SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.
MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.
HAIPHONG LINE.—Sailings approximately weekly or passengers and cargo, calling at Haiphong when inducement offers.
SOERABAYA LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.
Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Labad Dava.
TIENTSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.
UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS. All European Passengers, leaving the Colony for Straits Settlements, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.
For Freight or passage apply to
JARDINE, MATHESON & CO., LTD.,
Telephone No. 215. General Managers.

LLOYD TRIESTINO S.S. "NIPPON"

For SINGAPORE, COLOMBO, PORTSAID and TRIESTE End of November.

To be followed by

S.S. "PERSIA"
S.S. "AFRICA"

For freight or passage apply to—
DODWELL & CO., LIMITED,
Agents.

CP OS

SAILINGS HONGKONG to VANCOUVER

(via Shanghai, Nagasaki ("Moji") Kobe & Yokohama)

STEAMERS	From Hongkong	Due Vancouver
Empress of Russia	Oct. 30	Nov. 17
Empress of Japan	Nov. 5	Nov. 26
Empress of Asia	Nov. 27	Dec. 15
Monteagle	Dec. 19	Jan. 12
Empress of Russia	Dec. 25	Jan. 12
Empress of Japan	Dec. 31	Jan. 21
Empress of Asia	Jan. 22	Feb. 9

Passage Fares Hongkong to United Kingdom.

EMPEROR OF RUSSIA	EMPEROR OF JAPAN	Gold
16,850 Tons Reg.	8,000 Tons Reg.	8455
EMPEROR OF ASIA	8,553 Tons Reg.	8455
16,850 Tons Reg.	8,163 Tons Reg.	

Fares subject to change without notice.

First-class fares for Season 1920 now being made.

For particulars regarding passage, freight rates and through bills of lading, apply to the Agents of the Line, or to the General Agent, Passenger Dept., P. O. Box 100, HONGKONG.

CANADIAN PACIFIC OCEAN SERVICES

BANKER & CO.

WEST RIVER PASSENGER SERVICE.

THE M/S "KONG NING" (Captain Gung) will leave the Sai Kung Wharf (Cantonment Road) for WUCHOW via West River Ports on October 14th.

This vessel has excellent European accommodation for first-class passengers, and was built expressly for the West River trade, being fitted with electric light and fans and is complete with every modern convenience.

An excellent table is provided.
Owing to the lack of hotel accommodation in Wuchow passengers taking the round trip will be allowed to remain on board the vessel without extra charge.

For freight and passage apply to—
BANKER & CO.,
1st Floor Hotel Mansions.

or Messrs. THOMAS COOK & SONS,
Passenger Agents. 1213

GLEN AND SHIRE

Joint Service of Steamers.

U.K. STRAITS, CHINA & JAPAN SERVICE.

Vessel	Leave Hongkong	Discharges
"CARDIANSHIRE"	18th Oct.	GENOA & LONDON
"CARDIANSHIRE"	31st Oct.	LONDON & ROTTERDAM
"GLENGYLE"	7th Nov.	GENOA & LONDON
"GLENGYLE"	15th Nov.	LONDON & ANTWERP

Vessel	Leave Hongkong	Discharges
"GLENADE"	18th November	GENOA & LONDON
"CARDIANSHIRE"	20th November	LONDON & ROTTERDAM
"CARDIANSHIRE"	23rd November	GENOA & LONDON
"CARDIANSHIRE"	4th December	LONDON & ANTWERP

Movements are subject to change without notice.
For freight or further particulars please apply to—
Jardine, Matheson & Co., Ltd.,
AGENTS: The Glen Line, Ltd.; The Royal Mail Steam Packet Co.; Owners of "Shire" Line.

Tel. No. 215, sub. ex. 23.

Y. K. K.



YAMASHITA
KISEN KAISHA

(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1...	REGULAR SERVICE FOR
NANYO MARU No. 2...	FREIGHT BETWEEN
NANYO MARU No. 3...	HONGKONG, BANGKOK
RODEGAURA MARU...	AND OR
KYODO MARU No. 13...	SINGAPORE.
TAMON MARU No. 1...	
ASOAN MARU	
CHEIAN MARU	

FOR PARTICULARS PLEASE APPLY TO—
M. KOBAYASHI,
Agent,
Top Floor, King's Building.
Tel. 140 and 155. 112

THE ADMIRAL LINE
PACIFIC STEAMSHIP CO.
TRANS-PACIFIC FREIGHT SERVICE.
Operating the following U.S. Shipping Board Steamers
For SEATTLE, TACOMA, VICTORIA, VANCOUVER.
(Calling at Shanghai and Kobe.)
"ICONIUM" ... About Oct. 22nd.
"SEATTLE SPIRIT" ... About Oct. 25th.
"WHEATLAND" ... About Nov. 1st.
"ENDICOTT" ... About Nov. 3rd.
"CREVECOEUR" ... About Dec. 20th.
For PORTLAND direct.
(Calling at Shanghai and Kobe.)
"HARTLAND" ... About Nov. 14th.
"NISHIMAH" ... About Nov. 30th.
"MONTAGUE" ... About Dec. 15th.
Through Bills of Lading issued to Overseas Common Points.
For Freight and Particulars apply to
THE ADMIRAL LINE.
Telephone 2477 & 2478. Fifth Floor, Hotel Mansions.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to SHIRAZ, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and AFRICA LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to SHIRAZ, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and AFRICA LINE.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE LIMITED.
Managing Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to REISS & Co., Canton.

THE BANK LINE LIMITED.
General Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
SWATOW and BANGKOK	"CHUSAN"	On 14th Oct. 10 A.M.
SHANGHAI	"SUZYANG"	On 14th Oct. Noon.
NEWCHANG	"PAOTING"	On 15th Oct. Noon.
SWATOW and SINGAPORE	"HUPEH"	On 15th Oct. Noon.
WHAHAI, CHEFOO, NEWCHANG & TAIN	"HUICHOW"	On 15th Oct. 3 P.M.
SHANGHAI	"SINKIANG"	On 16th Oct. Noon.
MANILA, CEBU & ILOILO	"TAMING"	On 21st Oct. 3 P.M.

SHANGHAI LINE-PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tsingtau (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are loaded in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE-Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

TELEPHONE 26

BUTTERFIELD & SWIRE,
Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR
SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

"QUINNEBAUG"	Capt. J. Medina	TUESDAY,	14th Oct., at Noon.
"HAIHONG"	Capt. J. W. Evans	FRIDAY,	17th Oct., at 1 P.M.
"HAITAN"	Capt. A. H. Stewart	TUESDAY,	21st Oct., at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,

General Manager.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS

"ECUADOR," "VENEZUELA" and "COLOMBIA."

HONGKONG TO SAN FRANCISCO,

VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.

THE SUNSHINE BELT.

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE

SAILINGS FROM HONGKONG at Noon.

S.S. "COLOMBIA"	Nov. 5th, 1919.
S.S. "VENEZUELA"	Dec. 2nd, 1919.
S.S. "ECUADOR"	Dec. 31st, 1919.

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. ALL LOWER BERTHS and large comfortable state-rooms (all single and two berth only).

The Safety and Comfort of Passengers is our first consideration. Special care is given to the Cabin, and the attendant on passengers cannot be surpassed.

Tickets are interchangeable with the TOYO KISEN KAISHA and the CANADIAN PACIFIC OCEAN SERVICES, Ltd.

For further information rates, literature, schedules, etc., apply to

Telephone 41

COMPANY'S OFFICE in Alexander Building, Queen's Road.

P. & O. - BRITISH INDIA
& APCAR LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR

MARSEILLES AND LONDON.

Steamer	Leave Hongkong about	Due at Marseilles about	Due at London about
PRINZESSIN	21st October	22nd Nov.	1st Dec.
KHIVA	1st November	3rd Dec.	13th Dec.
NOVARA	7th Dec.	8th Jan.	17th Jan.

BOMBAY VIA STRAITS & COLOMBO.

Steamer	Leave Hongkong about	Due Bombay about
DUNERA	13th Nov.	29th Nov.

FOR
CALCUTTA VIA STRAITS & RANGOON.

S.S.	Leave Hongkong (about)	Due Calcutta about
JAPAN	22nd Oct.	13th Nov.

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about	Due Yokohama about
GREGORY APCAR	19th Oct.	28th Oct. (Kobe)
DUNERA	24th Oct.	28th Oct. (Shanghai)
NOVARA	7th Nov.	1st Nov.

Tickets interchangeable. P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company. 1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS. All Cabins are fitted with Electric Fans free of charge. Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and TUESDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godown.

For Further Information, Passage Fare, Freight, Handbooks, etc., apply to MACKINNON, MACKENZIE & CO., Agents.

22, Des Voeux Road Central, HONGKONG.

N. Y. K.
NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KATORI MARU (omitting Shanghai)	Tuesday, 14th Oct., at 11 a.m.
SUWA MARU (omitting Manila)	Saturday, 1st Nov., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said and Marseilles.

SHIDZUKA MARU	Friday, 17th Oct., at Noon.
KAGA MARU	Friday, 31st Oct., at Noon.

MELBORNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU	Saturday, 26th Oct., at 11 a.m.
AKI MARU	Wednesday, 19th November.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, SAN Francisco, Panama & Colon.

TOKIWA MARU	Middle of November.
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SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

SHINRYU MARU	Tuesday, 21st October.
TENSHIN MARU	End of October.

CALCUTTA & RANGOON via Singapore & Penang.

KANAGAWA MARU	End of October.
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JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU	Saturday, 18th Oct., at 11 a.m.
TANGO MARU	Saturday, 22nd Nov., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

SHINGO MARU (omitting Shanghai)	Tuesday, 14th October.
NAGATO MARU (omitting Shanghai)	Thursday, 18th October.
TOTOMI MARU	Saturday, 18th October.
TAMBA MARU	Saturday, 19th Oct., at 11 a.m.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, Rotterdam, etc.)

WAKASA MARU (London, Antwerp & Rotterdam)	Wednesday, 15th October.
DELAGOA MARU (London, Antwerp & Rotterdam)	Saturday, 25th October.
TOYOOKA MARU (Marseilles & Liverpool)	Thursday, 30th October.

For further information apply to—NIPPON YUSEN KAISHA.
Telephone Nos. 291 & 293
S. YASUDA, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
SHINYO MARU	22,000	Oct. 29th
PERSIA MARU	8,000	Nov. 14th
KORRA MARU	20,000	Nov. 26th
SIBERIA MARU	20,000	Nov. 28th (from Kobe)
NIPPON MARU	11,000	Dec. 6th
TENYO MARU	22,000	Dec. 18

*omitting Shanghai

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO, CRUZ, BALBOA, CALLAO, ARICA AND IQUIQUE.

THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
SEIYO MARU	14,000	Nov. 4th
KIYO MARU	17,200	Jan. 9th, 1920

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co. Passengers may travel by Rail between Ports of Call in Japan free of charge. For full information as to rates, sailings, etc., apply to—

Telephone 2274 and 2275.

T. DAIGO, Manager

King's Building.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"SPHINX" ... 20,000	On or about 29th Oct.
MARSEILLES via HAIPHONG, SAIGON, SINGAPORE, COLOMBO, PORT SAID	"ANDRE LEON" ... 20,000	On or about 10th Nov.
MARSEILLE via SAIGON & PORTS of call	"PAUL LECAZ" ... 20,000	On or about 2nd Nov.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

TELEPHONE 740.

J. TOURNET.

Acting Agent,

Queen's Building.

O. S. K.
OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"CELEES MARU" ... Thursday 30th October. End of November.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"SEATTLE MARU" ... Middle of November.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"INDUS MARU" ... Wednesday, 22nd October. Beginning of November.

SAIGON, BANGKOK, SINGAPORE—Regular Monthly service.

"SHISEN MARU" ... Saturday, 1st November.

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.

"MADRAS MARU" ... Middle of November.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago and Milwaukee at St. Paul Railway.

"MANILA MARU" ... Wednesday, 15th October. Thursday, 19th November.

JAPAN PORTS—Moj, Kobe, Yokkaichi, Yokohama.

"INDO MARU" ... Tuesday, 14th October.

KEELUNG, TAKAO via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

For TAKAO via SWATOW and AMOY.

For KEELUNG via SWATOW and AMOY.

"AMAKUSA MARU" ... Tuesday, 14th Oct., at 10 A.M.

For sailing dates and further particulars apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745.

No. 1, Queen's Building.

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